

N.W.P.R.R.
M.W. So Div.

T 26

1915

TRANSIT BOOK

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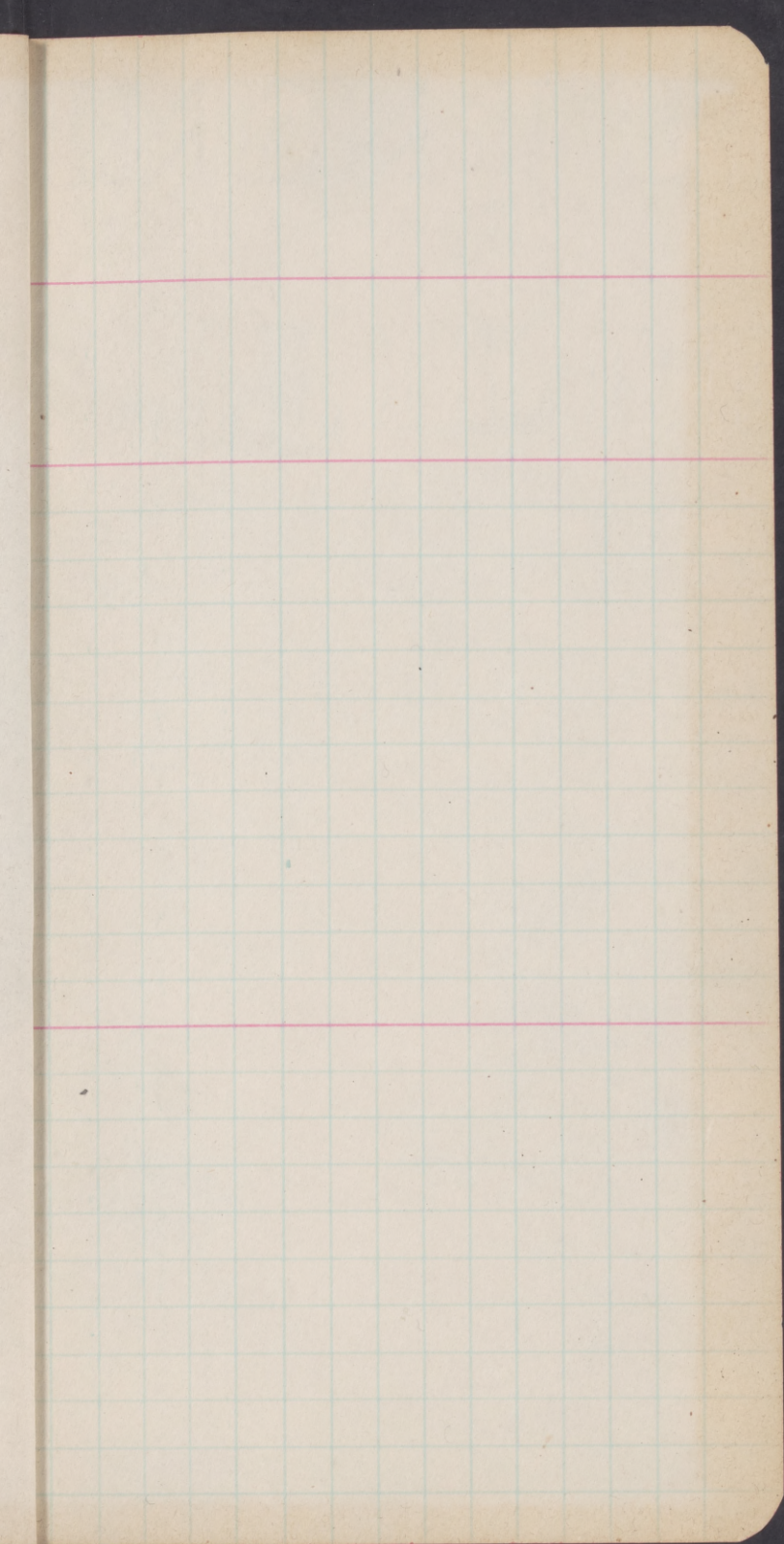
Duplicate

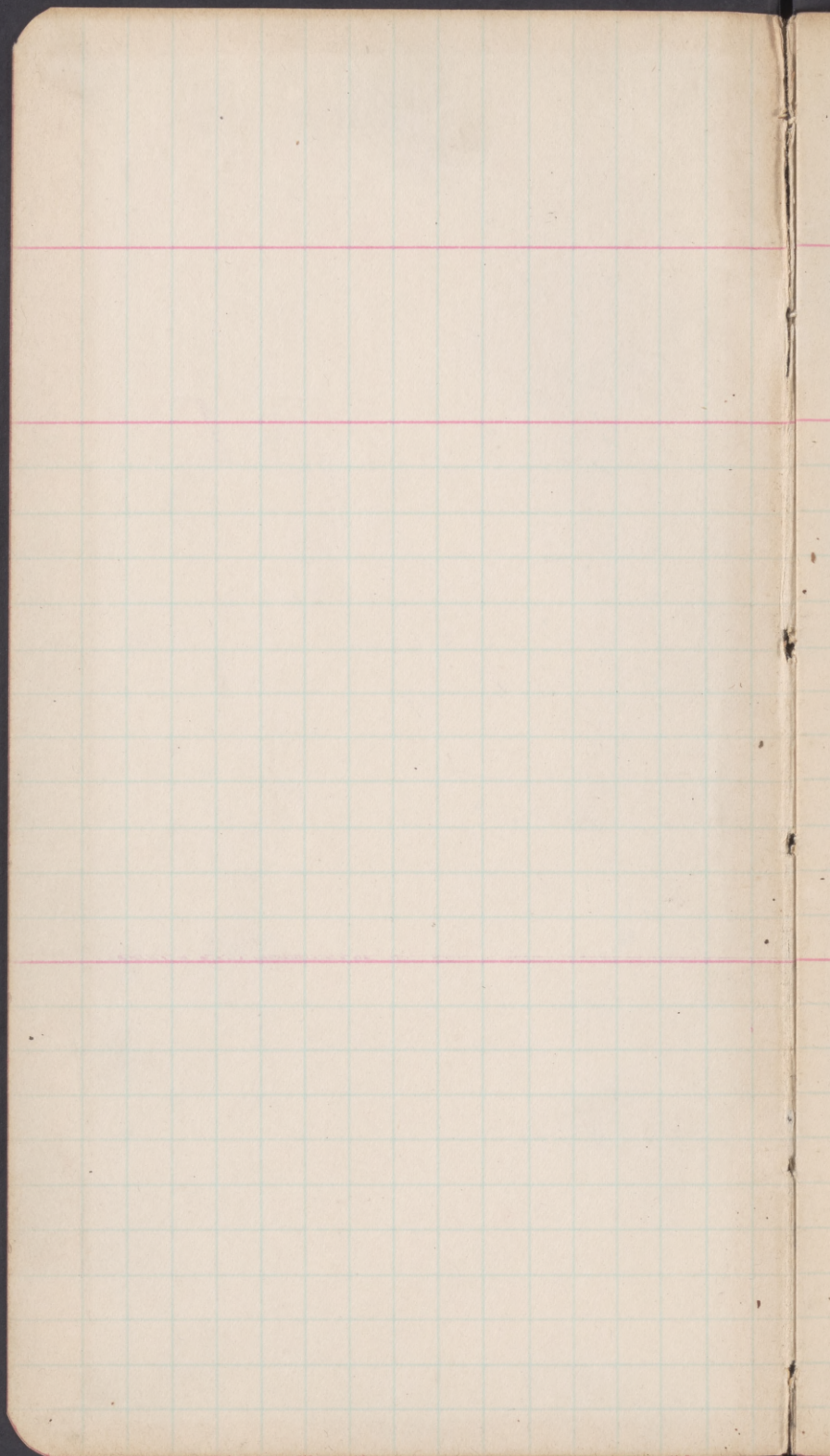
$$\begin{array}{r} .01 \\ 8 \\ \hline .08 \\ 60 \\ \hline 480 \end{array}$$

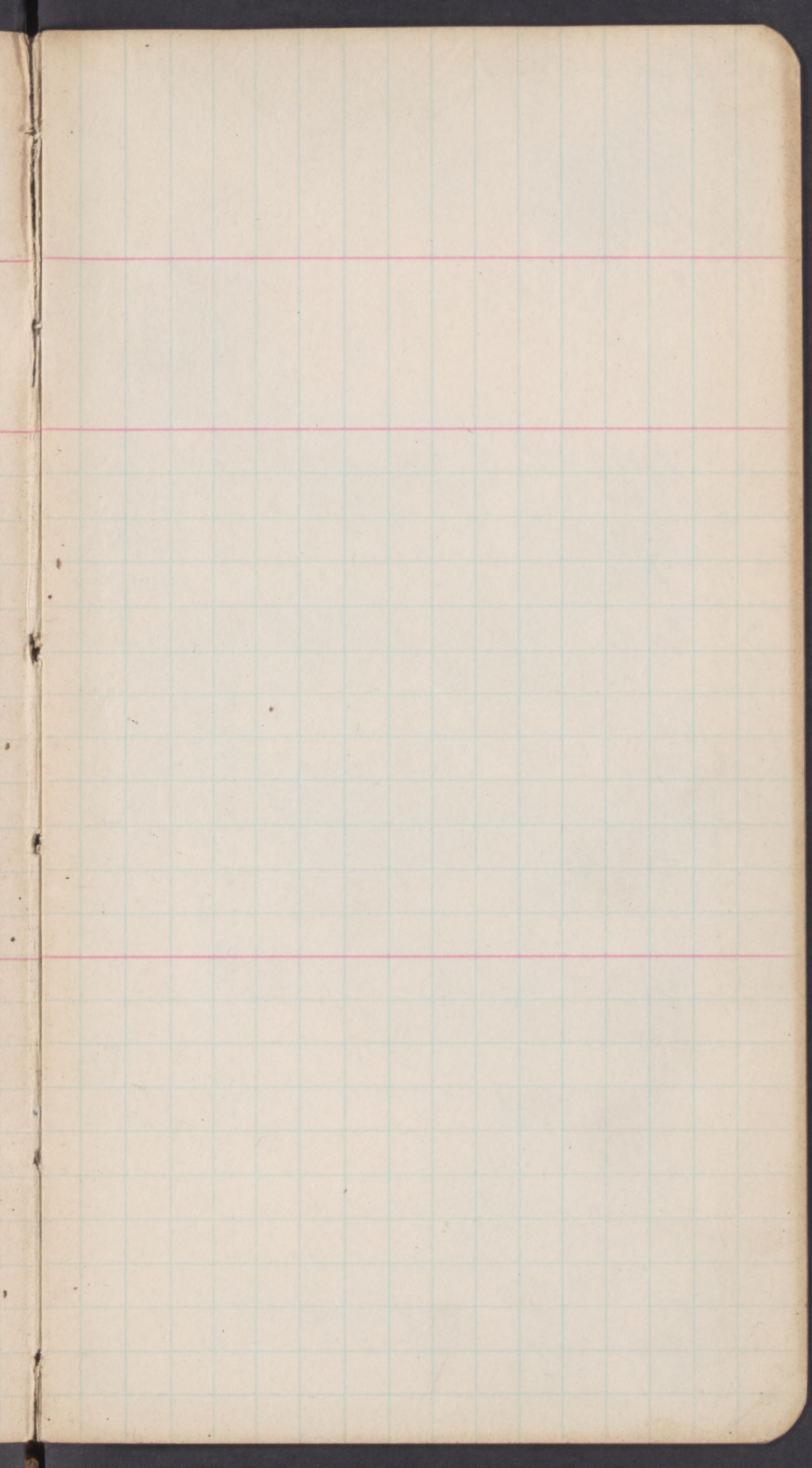
$$\begin{array}{r} .27 \\ 8 \\ \hline 216 \\ 60 \\ \hline 200960 \end{array}$$

$$\begin{array}{r} 8 \\ 6 \\ 2 \\ \hline 19 \\ 17 \end{array}$$

$$\begin{array}{r} 6.1 \\ 4.7 \\ \hline 11.8 \end{array}$$







Hilton	44-47	X Sections - 349-580-606+50	✓	9/23/15
Hopland	48	TRACK STRUCTURES WEST	✓	10-29-15
PIETA	49	TRACK STRUCTURES THRU STA. GROUNDS	✓	10-27-15

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Hilton - East	29-32	Alignment -	9/16/15
" "	33-40	Location, Fences, Bldgs, Roads Ect -	9/16/15
" "	41-43	Levels from Sta. 575 to 612 -	9/22/15

+50

1

+50

2

+50

3

+50

East Portal

$$\frac{+22^2}{73} \frac{+21^6}{43} \frac{+21^6}{35} \frac{-07}{6} \frac{0}{4} \frac{0}{00} \frac{0}{4} \frac{-1^3}{8} \frac{+52}{15} \frac{+11^3}{25} \frac{+10^1}{45} \frac{+10^5}{65}$$

$$\frac{+16^6}{65} \frac{+14^6}{35} \frac{+13^6}{26} \frac{-08}{7} \frac{0}{4} \frac{0}{0} \frac{0}{4} \frac{-1^3}{8} \frac{+84}{22} \frac{+62}{42} \frac{+62}{60}$$

$$\frac{+13^5}{60} \frac{+97}{30} \frac{+90}{22} \frac{-10}{8} \frac{0}{4} \frac{0}{0} \frac{0}{4} \frac{-1^6}{10} \frac{+63}{22} \frac{+53}{41} \frac{+5^5}{61}$$

$$\frac{+10^3}{50} \frac{+67}{25} \frac{+66}{20} \frac{-1^3}{8} \frac{0}{4} \frac{0}{0} \frac{0}{6} \frac{-10}{12} \frac{-20}{13} \frac{+28}{20} \frac{+23}{39}$$

$$\frac{+85}{38} \frac{+46}{24} \frac{+46}{22} \frac{+1^5}{12} \frac{-1^5}{7} \frac{0}{4} \frac{0}{0} \frac{0}{10^5} \frac{-2^1}{17} \frac{+0^6}{23} \frac{-0^2}{35} \frac{-3^3}{41} \frac{-1^3}{44}$$

$$\frac{+14^3}{60} \frac{+93}{39} \frac{+47}{32} \frac{+7^1}{28} \frac{+50}{24} \frac{+44}{19} \frac{+1^3}{13} \frac{-1^5}{7} \frac{0}{4} \frac{0}{0} \frac{0}{15} \frac{-0^9}{18} \frac{-1^1}{23} \frac{-64}{35} \frac{-67}{40} \frac{-5^6}{45}$$

$$\frac{+10^2}{40} \frac{+67}{27} \frac{+2^2}{24} \frac{+5^9}{16^5} \frac{-1^2}{6^5} \frac{0}{4} \frac{0}{0} \frac{0}{16} \frac{-0^8}{20} \frac{-1^6}{29} \frac{-5^2}{37} \frac{-89}{43} \frac{-10^5}{58}$$

$$\frac{+9^3}{52} \frac{+47}{27} \frac{-1^1}{19} \frac{+10}{15} \frac{+14}{10^5} \frac{-1^1}{7^5} \frac{0}{5} \frac{0}{0} \frac{0}{20} \frac{-0^4}{24} \frac{-57}{31} \frac{-9^8}{41} \frac{-10^3}{60}$$

264

287 + 437 N.L. Depot Chapman

- TUNNEL #1 -

①

X-Sections At East & West Portals -

5-18-15

M.T.R. - { W. J. Andrews.
G. L. Berry
D. J. Fee.

77+22.5

77+72.5

78+10

78+43

78+62

79+15

+50

280+00

+50

E. Portal Tunnel #1

$$\begin{array}{r}
 +45 +43^2 +43^2 +47^2 +52^2 +57^2 +57^2 \\
 110 \quad 50 \quad 38 \quad 0 \quad 34 \quad 57 \quad 69 \\
 +30^2 +39^2 +32^2 +32^2 +22^2 +13^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 0 \quad 15^2 +19^2 +44^2 +44^2 +46^2 +46^2 \\
 91 \quad 71 \quad 55 \quad 50 \quad 32 \quad 11 \quad 7 \quad 4 \quad 0 \quad 4 \quad 7 \quad 12 \quad 26 \quad 56 \quad 61 \quad 64 \quad 82 \\
 +35^2 +32^2 +25^2 +19^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 0 \quad 12 +15^2 +17^2 +36^2 +37^2 +37^2 \\
 82 \quad 70 \quad 64 \quad 35 \quad 7 \quad 4 \quad 0 \quad 4 \quad 6 \quad 20 \quad 27 \quad 49 \quad 56 \quad 81 \\
 +50^2 +45^2 +40^2 +43^2 +36^2 +26^2 +57^2 -0^2 \quad 0 \\
 103 \quad 88 \quad 83 \quad 78 \quad 65 \quad 43 \quad 13 \quad 6 \quad 4 \quad 0 \\
 +49^2 +45^2 +39^2 +42^2 +37^2 +17^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 1^2 +12^2 +24^2 +25^2 +27^2 \\
 100 \quad 85 \quad 77 \quad 72 \quad 62 \quad 33 \quad 6 \quad 4 \quad 0 \quad 4 \quad 6 \quad 22 \quad 39 \quad 52 \quad 77 \\
 +44^2 +37^2 +42^2 +39^2 +36^2 +18^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 1^2 +10^2 +20^2 +19^2 +21^2 \\
 81 \quad 70 \quad 67 \quad 61 \quad 47 \quad 29 \quad 6 \quad 4 \quad 0 \quad 4 \quad 7 \quad 20 \quad 37 \quad 52 \quad 75 \\
 18" P.I.P.C. \\
 +28^2 +38^2 +36^2 +17^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 1^2 +57^2 +12^2 +17^2 +16^2 +17^2 \\
 70 \quad 68 \quad 53 \quad 31 \quad 7 \quad 4 \quad 0 \quad 4 \quad 7 \quad 76 \quad 31 \quad 38 \quad 48 \quad 78 \\
 +31^2 +29^2 +18^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 1^2 +14^2 +13^2 +13^2 \\
 77 \quad 47 \quad 33 \quad 7 \quad 4 \quad 0 \quad 4 \quad 8 \quad 32 \quad 52 \quad 82 \\
 +22^2 +21^2 +21^2 -0^2 \quad 0 \quad 0 \quad 0 \quad 1^2 +57^2 +11^2 +10^2 +10^2
 \end{array}$$

50+00

$$\frac{+21^9}{79} \frac{X}{44} \frac{+17^9}{44} \frac{+15^8}{39} \frac{+35}{17} \frac{+27}{14} \frac{-11}{10} \frac{-12}{6} \frac{0}{4} \frac{0}{0} \frac{0}{4} \frac{-0^6}{6} \frac{-12}{10} \frac{+0^4}{13} \frac{+1^6}{21} \frac{+1^8}{33} \frac{+11^0}{43} \frac{X}{43} \frac{+8^1}{73}$$

49+70

$$\frac{+14^8}{60} \frac{X}{48} \frac{+13^8}{48} \frac{+17^2}{28} \frac{-1^2}{11} \frac{-12}{6} \frac{0}{4} \frac{0}{4} \frac{0}{9} \frac{-1^3}{16} \frac{+2^0}{24} \frac{+7^2}{39} \frac{X}{50} \frac{+6^0}{50}$$

+75

$$\frac{-2^6}{29} \frac{-4^5}{17} \frac{-0^7}{16} \frac{-0^6}{6} \frac{0}{4} \frac{0}{4} \frac{0}{11} \frac{-0^2}{39} \frac{-10^5}{34} \frac{X}{46} \frac{-14^8}{46}$$

+76

Culvert # 11"K" 24" Concrete Pipe 175 20 Length 375

+50

$$\frac{+16^8}{79} \frac{X}{44} \frac{+11^4}{44} \frac{+10^3}{33} \frac{+3^2}{19} \frac{-1^3}{11} \frac{-0^4}{9} \frac{0}{4} \frac{0}{4} \frac{0}{14} \frac{-0^2}{21} \frac{-2^3}{36} \frac{-10^2}{36} \frac{X}{38} \frac{+1^0}{41} \frac{+2^1}{49}$$

48+00

$$\frac{+15^4}{77} \frac{X}{47} \frac{+11^8}{32} \frac{+10^5}{16} \frac{-1^3}{10} \frac{-0^8}{6} \frac{0}{5} \frac{0}{0} \frac{0}{7} \frac{-0^6}{8} \frac{-0^8}{19} \frac{-0^8}{24} \frac{-5^5}{37} \frac{-12^2}{42} \frac{X}{42} \frac{-16^2}{47} \frac{-6^1}{72}$$

+50

$$\frac{+17^2}{96} \frac{X}{46} \frac{+12^0}{46} \frac{+11^5}{33} \frac{+0^7}{16} \frac{-1^3}{10} \frac{0}{5} \frac{0}{0} \frac{0}{13} \frac{-0^8}{14} \frac{-0^8}{25} \frac{-14^1}{42} \frac{X}{42} \frac{-16^0}{52}$$

47+00

$$\frac{+17^0}{79} \frac{X}{34} \frac{+12^0}{31} \frac{+1^0}{17} \frac{-1^2}{10} \frac{-1^0}{6} \frac{0}{5} \frac{0}{0} \frac{0}{17} \frac{-0^8}{17} \frac{-0^7}{19} \frac{-7^1}{42} \frac{X}{42}$$

246+50

Y

$$\frac{X}{29} \frac{+17^0}{55} \frac{+14^0}{29} \frac{+3^0}{19} \frac{-0^9}{10} \frac{0}{4} \frac{0}{0} \frac{0}{17} \frac{-0^5}{24} \frac{+1^1}{29} \frac{+6^8}{37} \frac{+6^0}{42} \frac{+3^0}{63} \frac{X}{42}$$

54

+50

$$\frac{+39^1 X + 39^1 + 38^2 + 35^5 + 17^9 + 13^2 - 1^2 - 0^3}{110 \ 89 \ 89 \ 71 \ 63 \ 36 \ 15} \frac{0 + 0^2 - 0^2 + 5^7 + 13^1 + 36^2 + 36^6 X + 36^2}{7 \ 4 \ 0 \ 4 \ 8 \ 11 \ 24 \ 57 \ 76 \ 76 \ 90}$$

$$\frac{+36^2 X + 35^2 + 34^6 + 12^8 - 1^3 - 1^3 - 0^4}{110 \ 86 \ 86 \ 65 \ 14 \ 11 \ 6 \ 4 \ 0 \ 4} \frac{0 + 0^2 - 0^2 + 4^4 + 31^8 + 31^7 X + 31^2}{7 \ 10 \ 50 \ 68 \ 68 \ 90}$$

53

+50

$$\frac{+32^2 X + 32^3 + 32^3 + 28^5 + 16^3 + 4^3 - 1^2 - 1^2 - 0^3}{100 \ 80 \ 80 \ 63 \ 56 \ 37 \ 17 \ 9} \frac{0 - 0^6 + 28^5 + 28^7 X + 28^2}{6 \ 4 \ 0 \ 4 \ 7 \ 50 \ 66 \ 66 \ 90}$$

"X" = Fence

$$\frac{+31^3 X + 29^1 + 28^2 + 18^2 - 1^3 - 0^4}{100 \ 75 \ 75 \ 61 \ 47 \ 10 \ 5 \ 0 \ 4} \frac{0 - 0^8 + 2^8 + 5^7 + 25^8 + 25^4 + 24^5 X}{7 \ 13 \ 20 \ 48 \ 61 \ 90 \ 61}$$

52

+50

$$\frac{+30^2 X + 28^2 + 27^6 + 23^6 + 17^1 - 1^6 - 1^6}{94 \ 74 \ 74 \ 62 \ 56 \ 20 \ 10 \ 7 \ 4} \frac{0 \ 0 \ 0 - 0^7 + 3^3 + 5^7 + 23^5 + 24^4 + 23^5 X}{7 \ 14 \ 21 \ 44 \ 59 \ 80 \ 59}$$

$$\frac{+29^3 + 25^6 X + 23^3 + 17^8 + 12^4 + 5^7 - 1^6 - 1^2 - 0^2}{100 \ 70 \ 67 \ 67 \ 57 \ 40 \ 23 \ 10 \ 6 \ 4} \frac{0 \ 0 \ 0 - 0^2 + 3^2 + 17^7 + 17^4 X + 16^2}{7 \ 19 \ 40 \ 53 \ 53 \ 75}$$

51

+50

$$\frac{+27^2 X + 22^8 + 21^5 + 5^7 - 1^2 - 0^8 - 0^3}{95 \ 61 \ 61 \ 45 \ 22 \ 10 \ 6 \ 4 \ 0 \ 4} \frac{0 \ 0 \ 0 - 1^2 + 1^2 + 3^4 + 15^2 + 14^4 X + 9^2}{12 \ 21 \ 40 \ 54 \ 54 \ 65}$$

$$\frac{+25^5 X + 21^8 + 20^5 + 15^7 + 3^9 - 1^2 - 1^2}{80 \ 57 \ 57 \ 37 \ 20 \ 15 \ 10 \ 6 \ 4 \ 0 \ 4} \frac{0 \ 0 \ 0 - 0^8 - 1^2 + 2^8 + 9^2 + 13^2 + 12^7 X + 10^2}{6 \ 9 \ 13 \ 30 \ 36 \ 45 \ 45 \ 75}$$

West Portal

(2)

- TUNNEL #1 -

X-Sections At East & West Portals -

5-18-15

N. J. R. } M. S. Andrews -

{ G. L. Berry -

{ D. S. Fee -

Plotted
N-521

"X" = Fence.

56+38

$$\begin{array}{r} +55^0 \\ 100 \end{array} \begin{array}{r} +52^1 \\ 50 \end{array} \begin{array}{r} +51^0 \\ 0 \end{array} \begin{array}{r} +50^5 \\ 37 \end{array} \begin{array}{r} +41^4 \\ 53 \end{array} \begin{array}{r} +36^2 \\ 60 \end{array}$$

55+82 ¹

West Portal
Tunnel #1

$$\begin{array}{r} +48^1 \times \\ 115 \end{array} \begin{array}{r} +48^1 \\ 100 \end{array} \begin{array}{r} +47^4 \\ 100 \end{array} \begin{array}{r} +42^2 \\ 87 \end{array} \begin{array}{r} +28^5 \\ 80 \end{array} \begin{array}{r} +15^2 \\ 39 \end{array} \begin{array}{r} 0^1 \\ 18 \end{array} \begin{array}{r} 0^1 \\ 7 \end{array} \begin{array}{r} 0^0 \\ 4 \end{array} \begin{array}{r} 0^0 \\ 16 \end{array} \begin{array}{r} +18^0 \\ 25 \end{array} \begin{array}{r} +25^2 \\ 53 \end{array} \begin{array}{r} +37^3 \\ 59 \end{array} \begin{array}{r} +40^1 \\ 65 \end{array} \begin{array}{r} +37^2 \\ 75 \end{array} \begin{array}{r} +42^2 \\ \end{array}$$

254+50

$$\begin{array}{r} +44^0 \\ 120 \end{array} \begin{array}{r} +42^8 \times \\ 98 \end{array} \begin{array}{r} +41^9 \\ 98 \end{array} \begin{array}{r} +36^1 \\ 81 \end{array} \begin{array}{r} +29^1 \\ 63 \end{array} \begin{array}{r} +14^0 \\ 48 \end{array} \begin{array}{r} +28^8 \\ 23 \end{array} \begin{array}{r} -0^8 \\ 13 \end{array} \begin{array}{r} -0^8 \\ 7 \end{array} \begin{array}{r} -0^3 \\ 5 \end{array} \begin{array}{r} 0^0 \\ 4 \end{array} \begin{array}{r} +0^2 \\ 6 \end{array} \begin{array}{r} -0^3 \\ 14 \end{array} \begin{array}{r} +11^8 \\ 36 \end{array} \begin{array}{r} +29^2 \\ 49 \end{array} \begin{array}{r} +38^1 \\ 68 \end{array} \begin{array}{r} +38^1 \\ 77 \end{array} \begin{array}{r} +32^5 \times \\ 17 \end{array}$$

Station
Terminal #1

Page 1-2-3

Total cash collected, \$

Forward

$$\begin{array}{r} +550 \\ \hline 100 \end{array} \quad \begin{array}{r} +527 \\ \hline 50 \end{array} \quad \begin{array}{r} +510 \\ \hline 0 \end{array} \quad \begin{array}{r} +505 \\ \hline 37 \end{array} \quad \begin{array}{r} +414 \\ \hline 53 \end{array} \quad \begin{array}{r} +362 \\ \hline 60 \end{array}$$

85+651

Corner of Platform Nearest Track-

4+378

Corner of Platform-

4+162

Fence Corner.

84+08E

End of Spur. Wooden Bumper

83+98E

Fence -

83+910

Fence -

83+652

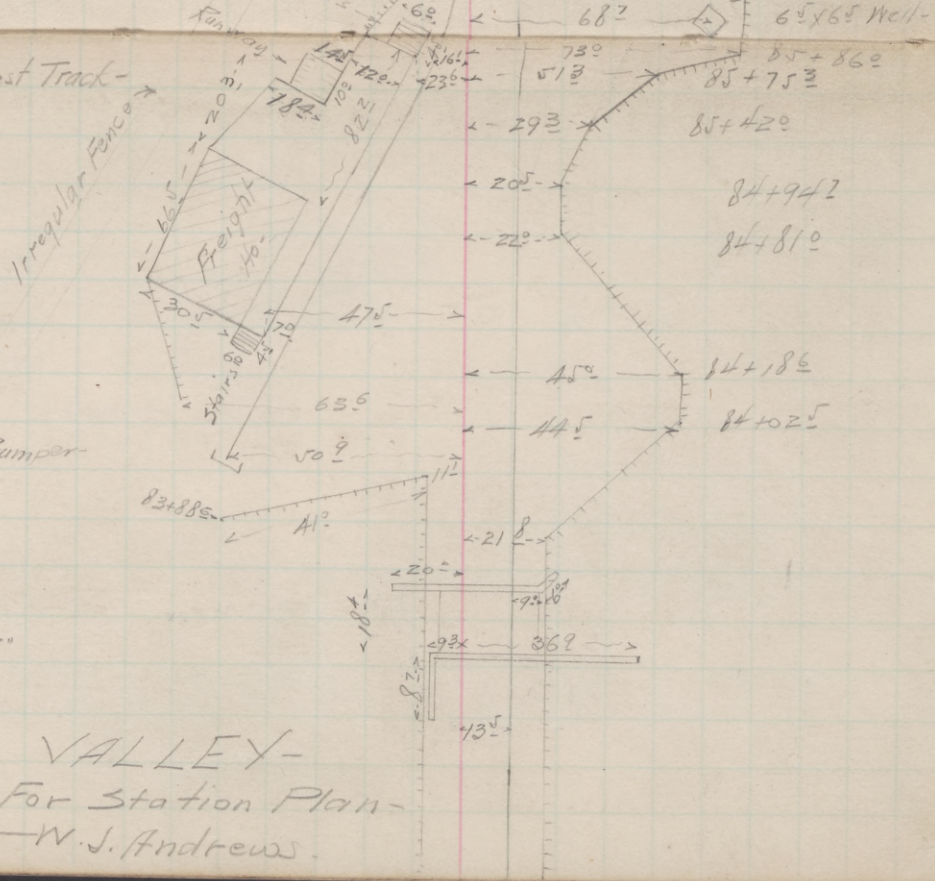
N.E. Ballast Deck 11'-I"

- MILL VALLEY -

Additional Data For Station Plan-

5-2-15

W. T. R. - W. J. Andrews.



BROCKMORTON AVE

91+21- Face of Depot

PASS. DEPOT.

90+52- End of Curb.
90+50- Stone Post

8 Posts-

10 Posts 25x25x35 High
Spaced at 10' Centers.
(Rwd Trees As Shown)
By Dots

90+26 Tel. Pole

90+02.2 Stone Post

89+34.2 P.S.

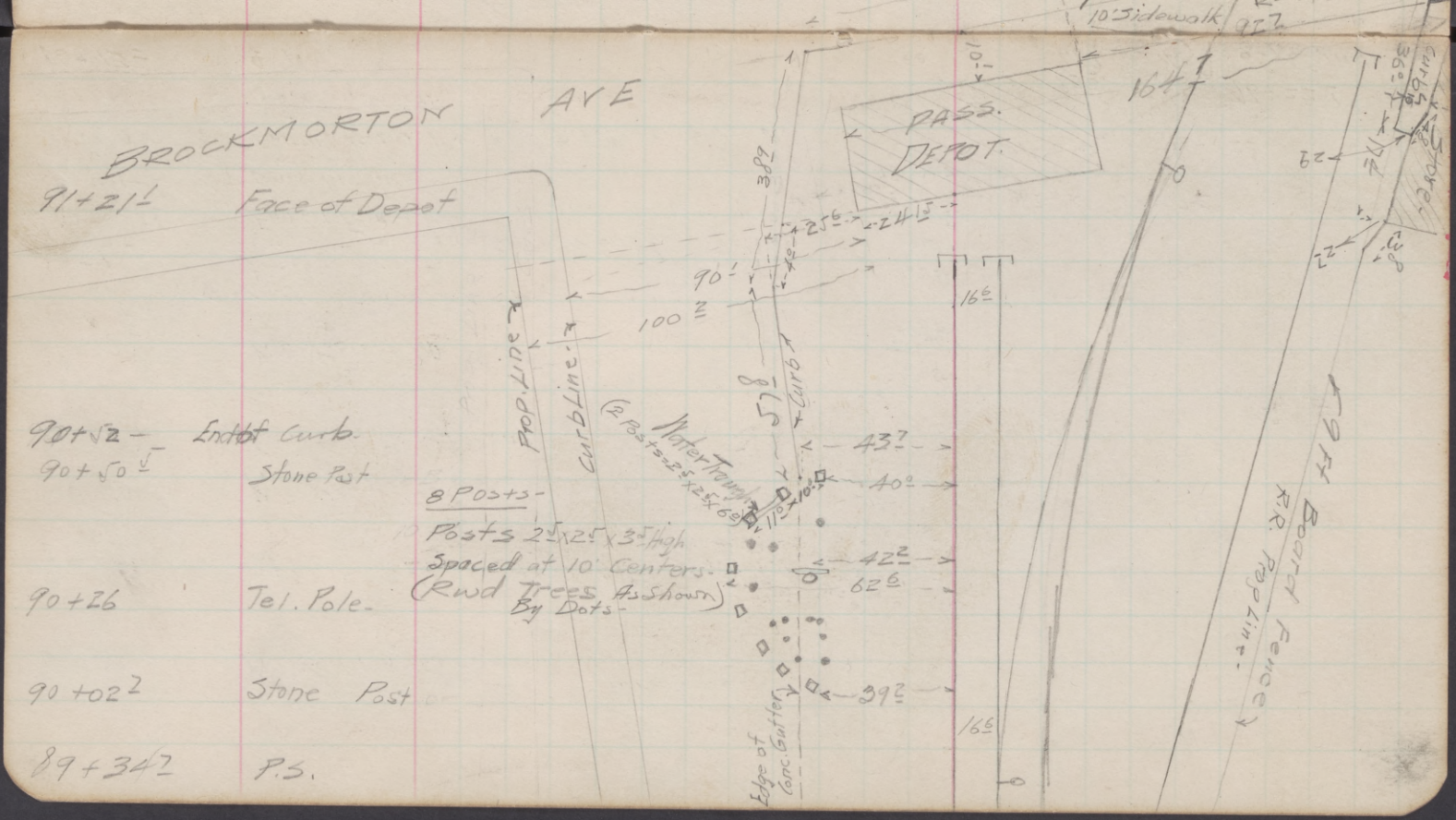
PROP. LINE

CURB LINE

Water Trough
(2 Posts 25x25x6)

Edge of
Conc. Gutter

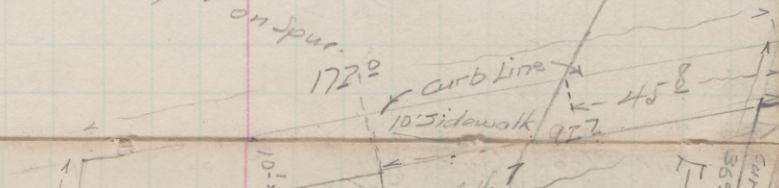
19 FT Board Fence
R.R. Right of Way

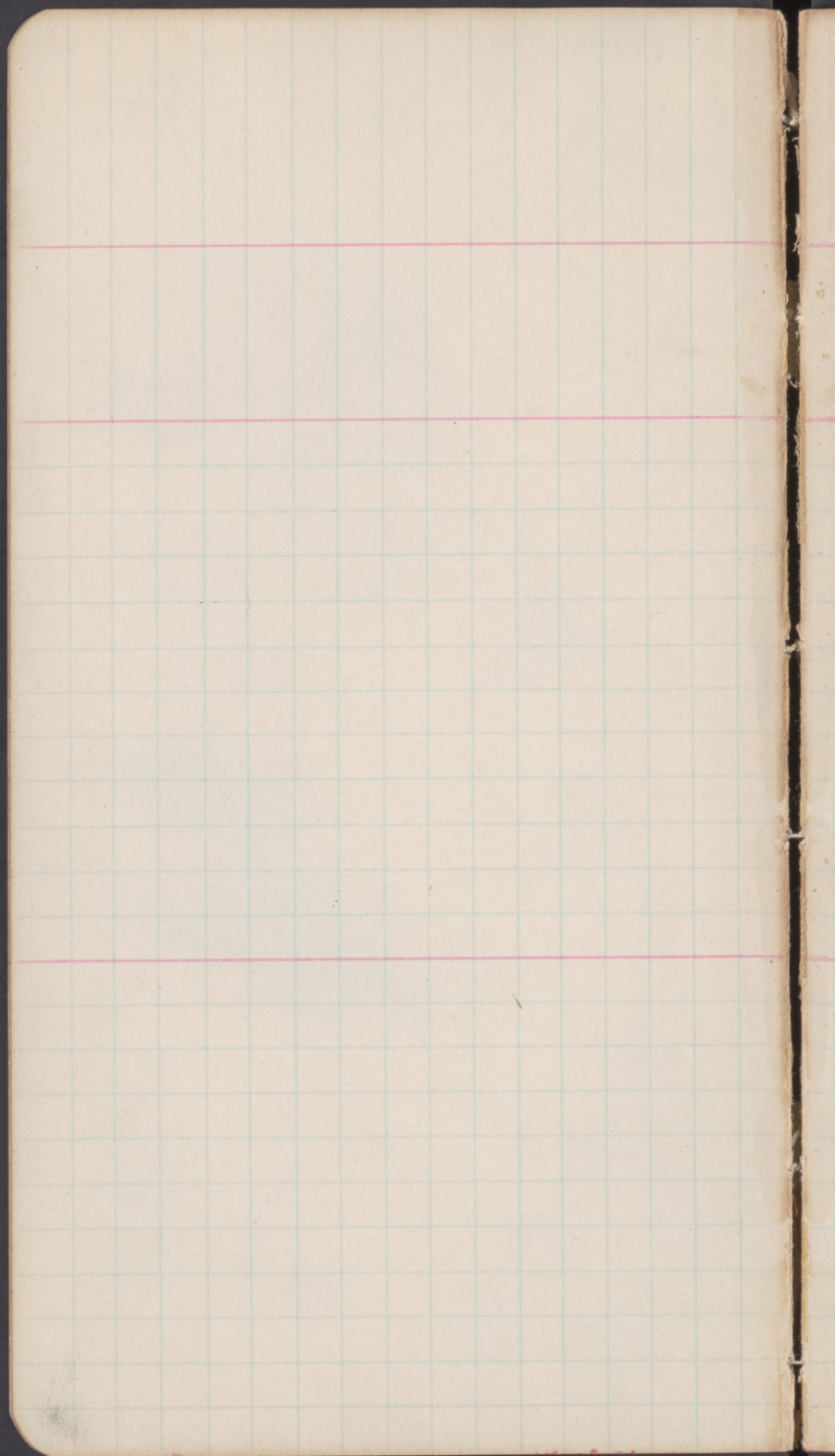


(10)

- MILL VALLEY -
Additional Data For Station Plan - 6-2-15
N. T. Richards -
N. S. Andrews -

Ellis Bumper on spur.





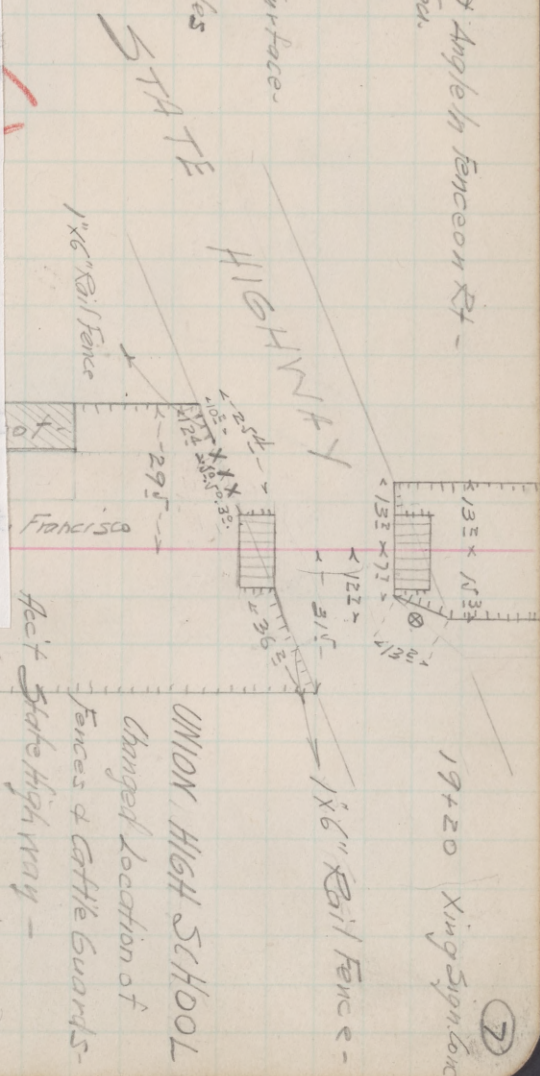
6

Short
trk.

June
1915

+279
19+18.2
+80
+60.5
+33
+222
18+09.4

E.L. Cat Gu. & Angle In Fence on Rt.
M. Sur. Cat. Gu.
Const. Xing
Angle In Fence.
E.L. Cat Gu.
M.L. Cat. Gu. Surface
Angle In Fence
3-Turn Stiles



UNION HIGH SCHOOL
Changed location of
Fences & Cattle Guards -
Acct State Highway -
6-2-15
M.T.R.
M.L.H.

19+20 Xing Sign on

+2d
3+00

End of Track

12° 04' 17"

el, July 2, 19

in No. 41

applications f
n, July 12, 19

Re

\$305.12

living adjustm

ision Engineer

0+00

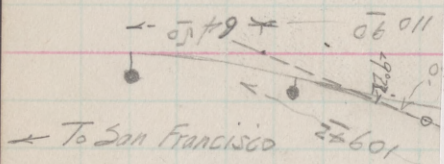
P.S. M.L.

M.T.R.

M.V.A.

6-2-15

MILL VALLEY
Christley Spur -
Staked & Laid 6-24-3-15
With tie to Main Line -



To San Francisco

0+00 P.S.

Derailler -

+ 0 20

M.T.R.

1+00

P.R. # 73

B.C.

7-a

2400 1/2 1/2

3+2 = E.C.

+279

19+18.2

+80

+60.5

+33

+222

18+09.4

E.L. Cat Gu. & Angle In Fence on Rt -

N.L. Sur. Cat. Gu.

E Const. Xing

Angle In Fence -

E.L. Cat Gu.

N.L. Cat. Gu. Surface -

Angle In Fence -

3-Turnstiles

STATE HIGHWAY

1"x6" Rail Fence

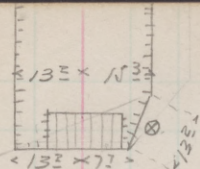
Depot

To San Francisco

21.3 x 4

N.L. Depot

16+88.6



122
315

1"x6" Rail Fence -

UNION HIGH SCHOOL

Changed Location of

Fences & Cattle Guards -

Acc't State Highway -

6-2-15

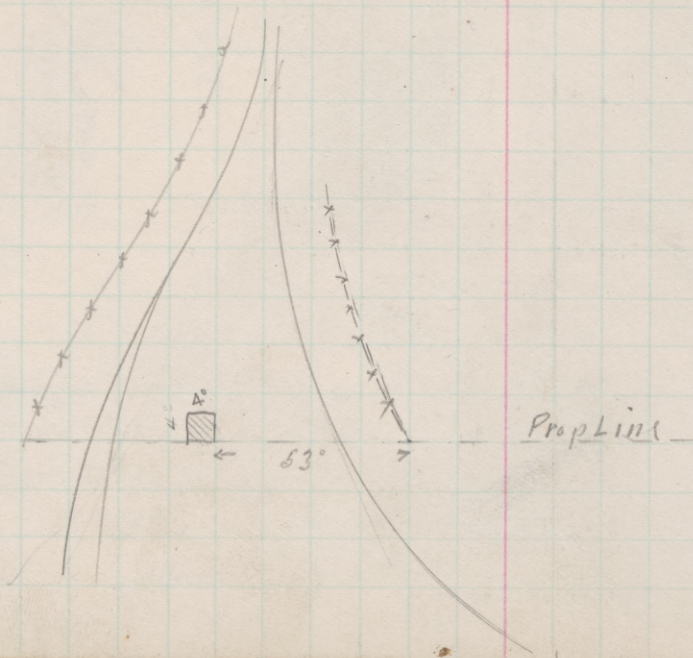
N.T.R.

N.J.A.

19+20 Xing Sign. Conc.

7

San Anselmo
Flagman's House Removed.



18" Con Pipe 16-G.

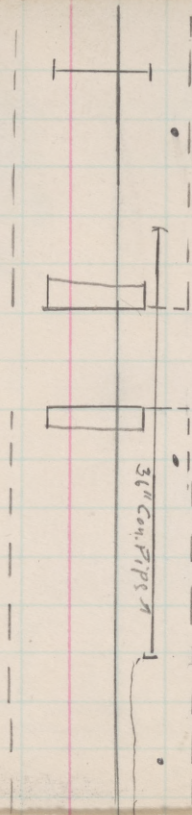
$\frac{1}{13}$

Slat. CG 16-F

Slat C.G. 16-E

$\frac{1}{14}$

$\frac{1}{15}$



Slot C Gard 17-A

$\frac{1}{9}$

$\frac{1}{10}$

$\frac{1}{11}$

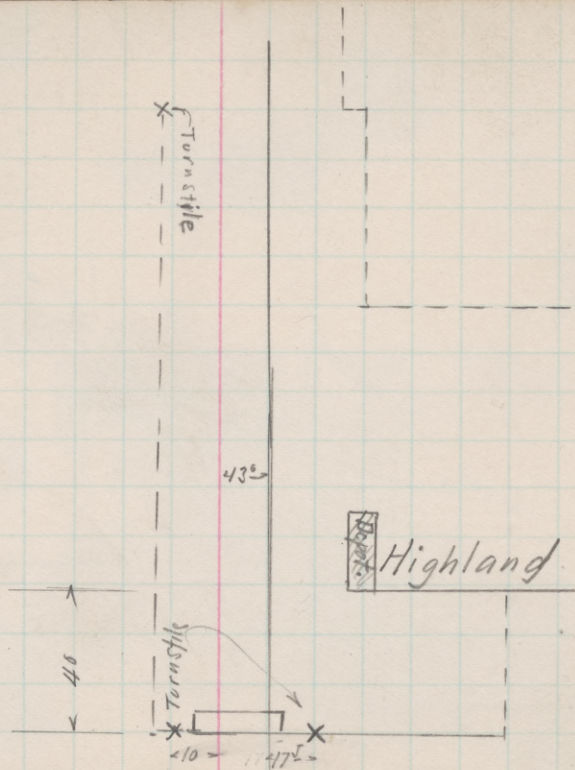
Mile 17- on Pole

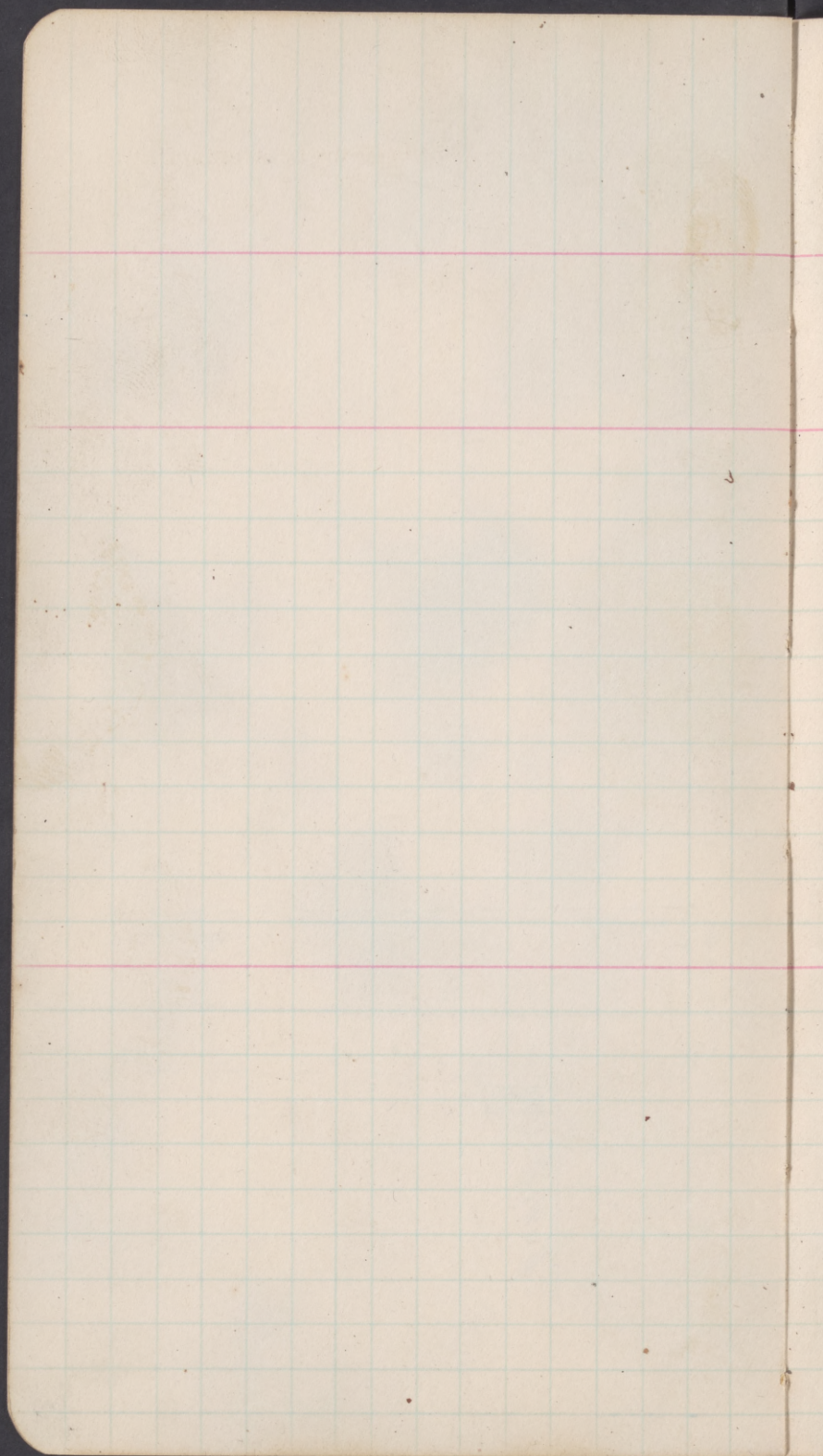
$\frac{1}{12}$



Slat C Gard. 17-B.

Slat C Gard 17-A





B^{st.} - Paving

(11)

Lowered Plat
From Pt Sw. to B^{st.}

B^{st.}

40²

Curb line

107

11

586

408

110

110

To Mill Valley

Christley Spkr
MILL VALLEY
7-7-15
W.T.R.

2+20 End of Spk

60 # Rail

Alignment As
for Notes
June 1915
W.T.R.

2+209 #2 Cat Gu.
2+119 Hayes Brook
2+100

1+67 $\equiv$ P.F. #7 1/2
1750

1+113
14065
14053 P.S.
122

0+943
0+688 P.F.
172 100

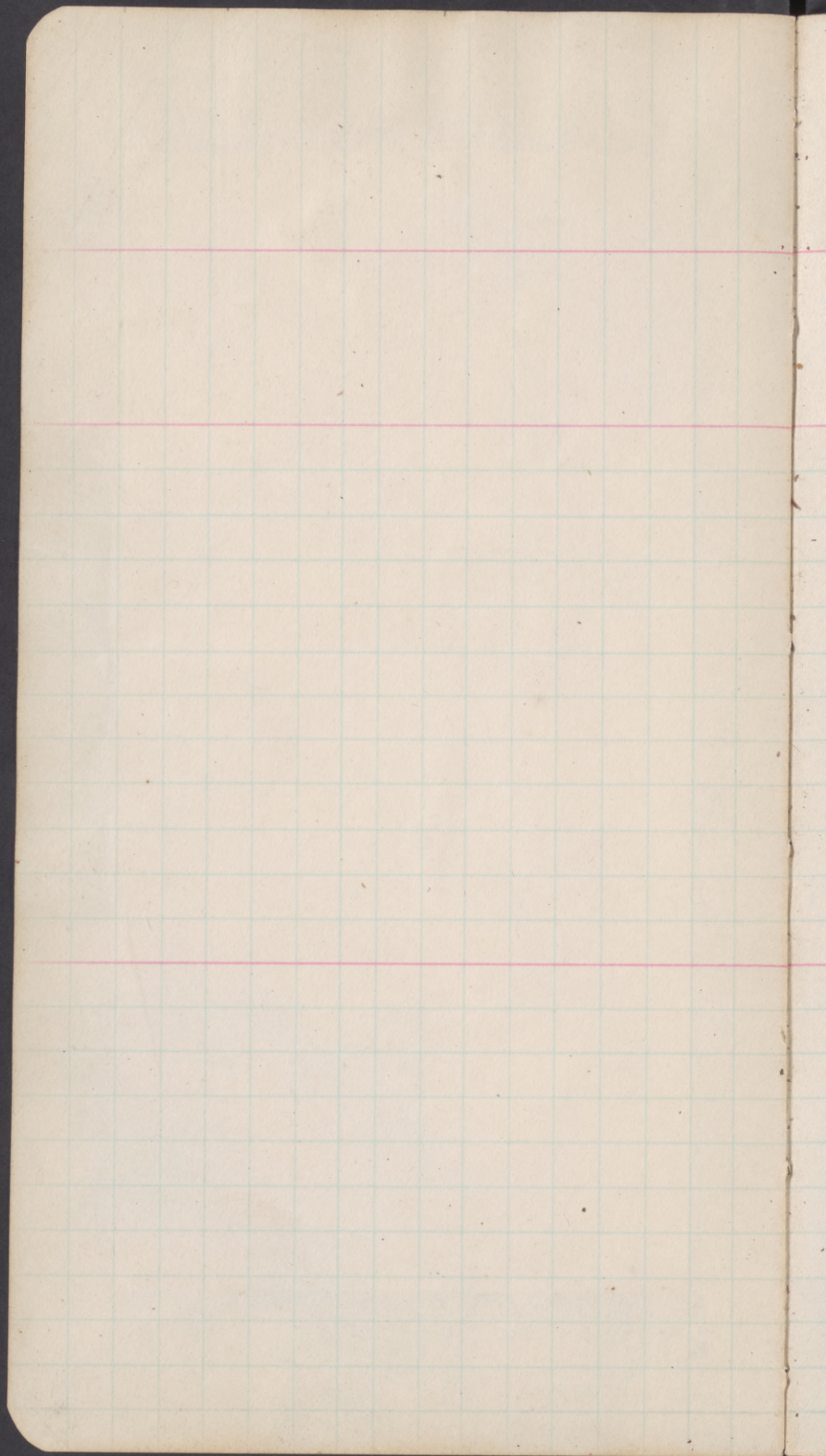
To San Francisco

0+510+100

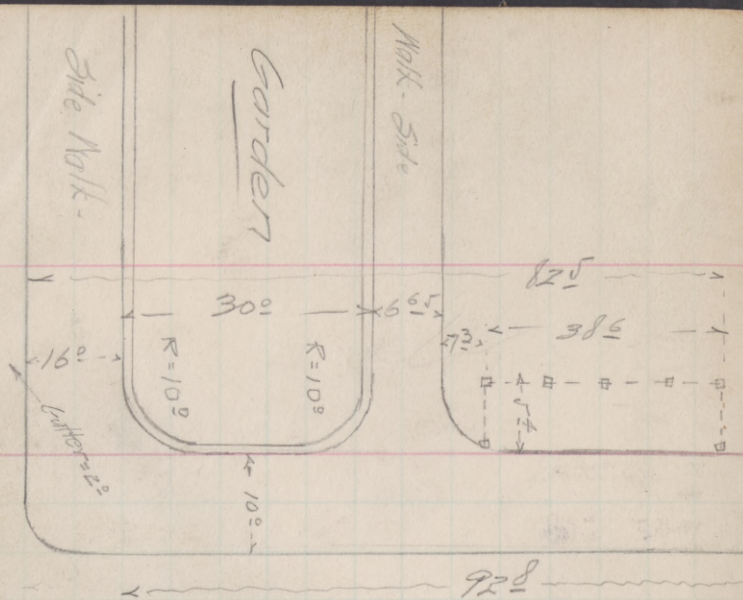
Sta.	+	A.I.	-	E/e	Remarks
0+00				100 ⁰⁰	Ass. E/e - T.H.R. P.S. Mainline
	6.61	106 ⁶¹			
0+50			606	100 ⁵⁵	
1+00			538	101 ²³	
+05 ³			530	101 ³¹	P.S.
1+50			476	101 ⁸⁵	
+67 ³			463	101 ⁹⁸	P.F. #9
2			453	102 ⁰⁸	
+50			439	102 ²²	
3			408	102 ⁵³	
+20			393	102 ⁶⁸	End of Spur

MILL VALLEY
Christley Spur -

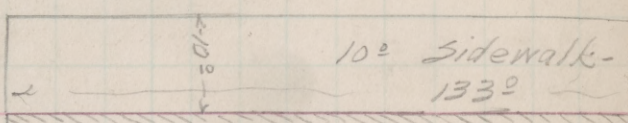
7-7-15
N.T.R.



13



N. ASHINGTON



WINERY
(Brick)

ITALUM A
2-10-15

HOPPER ST.

14

1+525 ~~Trax~~
1+451 Conc. Post
1+443 Tel. Pole

Diagram of a U-shaped channel cross-section. The bottom width is labeled Z_1 and the height of the sides is labeled $\sqrt{Z}$.

0792^g

Pop Line

603

Old #4 Pipe

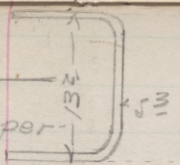
Winery Tracks, &

Hydrant No

Platform

21

③
3+93⁹ Bumper
3+32⁰ Tel. Pole
Conc. Post-



16.8

16.9

3+12³ Drive

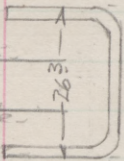
Conc. Post

+84⁸ Tel. Pole

+173⁵ Tel. Pole

2+71³ Bumper

Conc. Post-



1/2

1/2

1/2

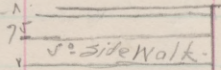
16.9

2+44⁵ Driveway

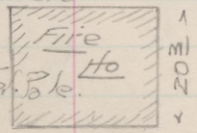
WASHINGTON ST

REDWOOD AVE

+42' curb



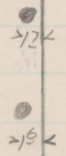
+29' Tel. Pole



+07' Tel. Pole

+03' Ho

< 24' x 9' >



RETALUM A.
2-10-15
W.T.R.

Left Curb

Rt Curb.

100.00

B.M. Cor

389 10389

0+00

381 100.08

414 99.75

0+50

454 99.35

447 99.42

1

492 98.97

509 98.80

+47

551 98.38

542 98.47

1+52.5 Top of Rail 526 98.63

524 98.65

1+64.2 Top of Rail 532 98.57

532 98.52

1+71.3

577 98.12

580 98.09

2

606 97.83

602 97.87

+50

656 97.43

656 97.33

3

727 96.62

713 96.76

+50

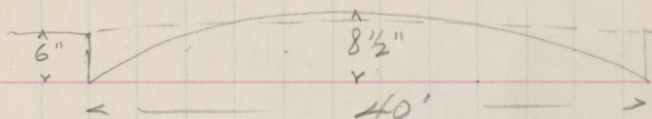
770 96.19

759 96.20

46²⁴

$$\begin{array}{r} 11 \\ 57 \\ \hline 37 \end{array}$$

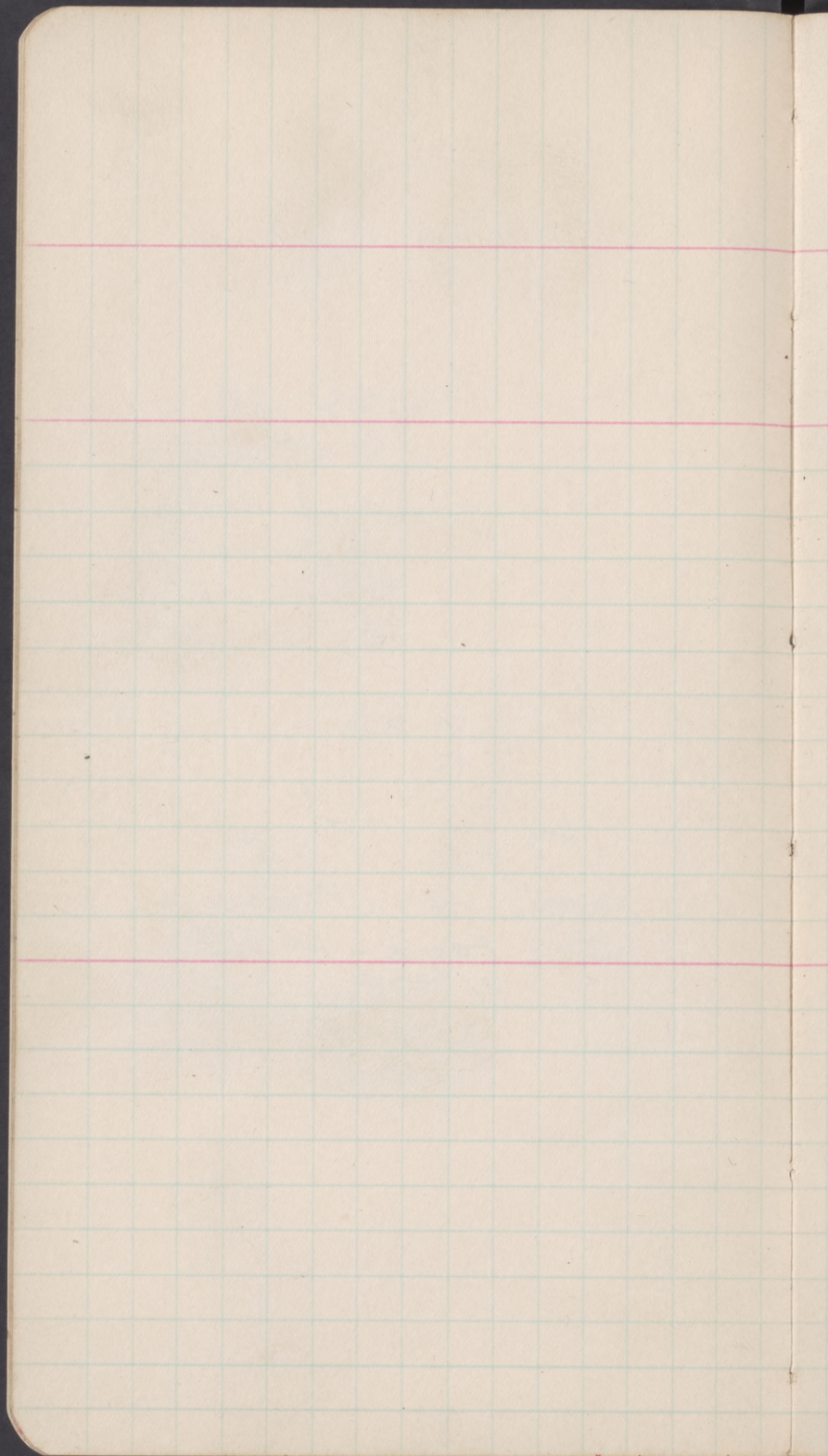
S.E. of Brick Winery on Sidewalk -



Standard Section
of Street.

- PETALUMA -
Curb Levels Along Washington St.
See Pages - 14 & 15
W. T. R.

7-10-15



4.84 104.84

100.00

2.84

100.00

5.45

99.39

99.88

99.74

4 75

100.09

4 89

99.95

Top of So. Curb 10' E. of $\frac{1}{2}$ E. Tr" " So. Curb 30' W. of $\frac{1}{2}$ W. Track

105.32

5.32

100.00

5.70

99.62

5.29

100.03

5.40

99.92

- HILTON -
Ground Plan Of
Freight & Passenger Depot

Ground Plan Of
Freight & Passenger Depot

Freight & Passenger Depot

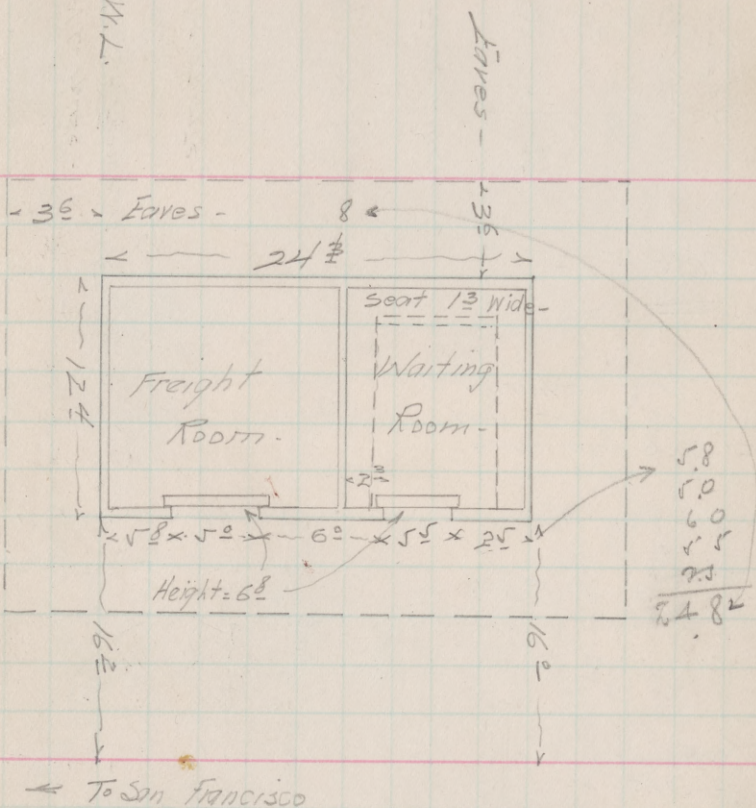
9-20-1915

W.T.R. - E.L. Berry

577 + 46 = N. X Depots

6V3+325

N.L.



-KORBEL.-
Depot Plan-

9-15-15

N.T.R.

-Andrews & Berry-

(18)

629-

+77⁸
+72⁵
+60³

W.L. House -
Line of Fence at Rt Angles

+51¹
+50

Cor. of Gate

638

+50
+26¹⁵

Fence Line

+11¹

12x18 Box 70-F

637+00⁶
637

P.S.

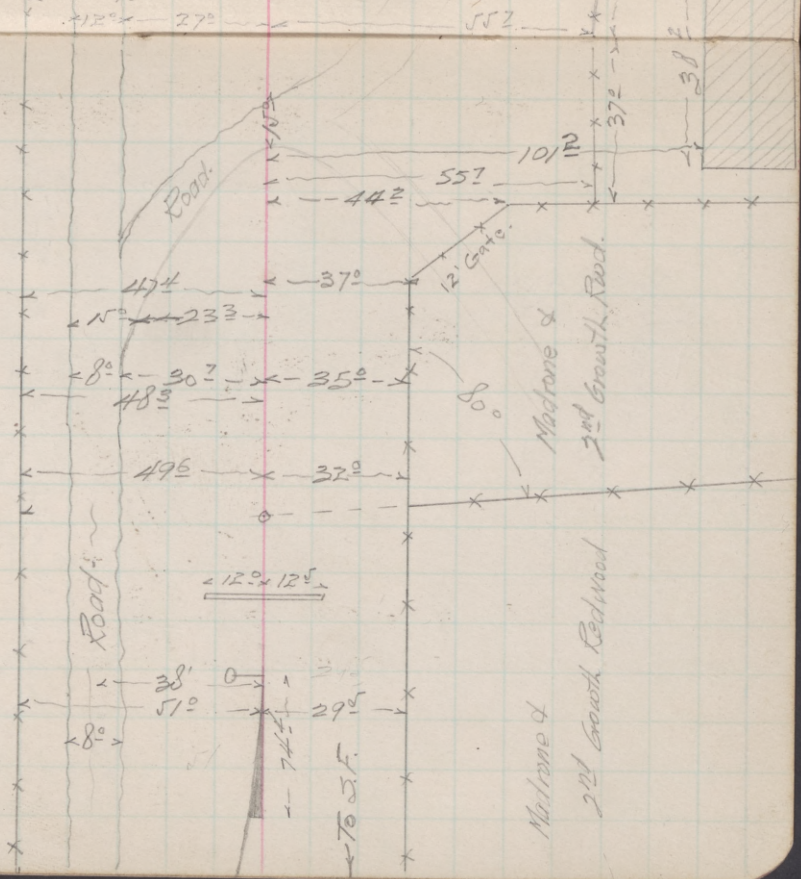
636 +52²

E.G. Rt.

P.F. #9

POCKET

- Prune Orchard -
Trees 18' Apart - And
12' Back From Fence



+743 #2 Cot. Gu. 70-H.
+50

$$641 + 182 = 823$$

+102 Fence Angle -
641

 $+50$

+ 45 = 12" x 30" Box - 70.6

640

+762 ~ Cor. of Fence -
+68°

$+51\frac{3}{4}$ Angle In Fence -
 $+50$

+378	Fence-
------	--------

Fence Line $\overline{x-x}$
C.C. to R# Stake -

Fence Angle -

12"x30" Box - 70.6

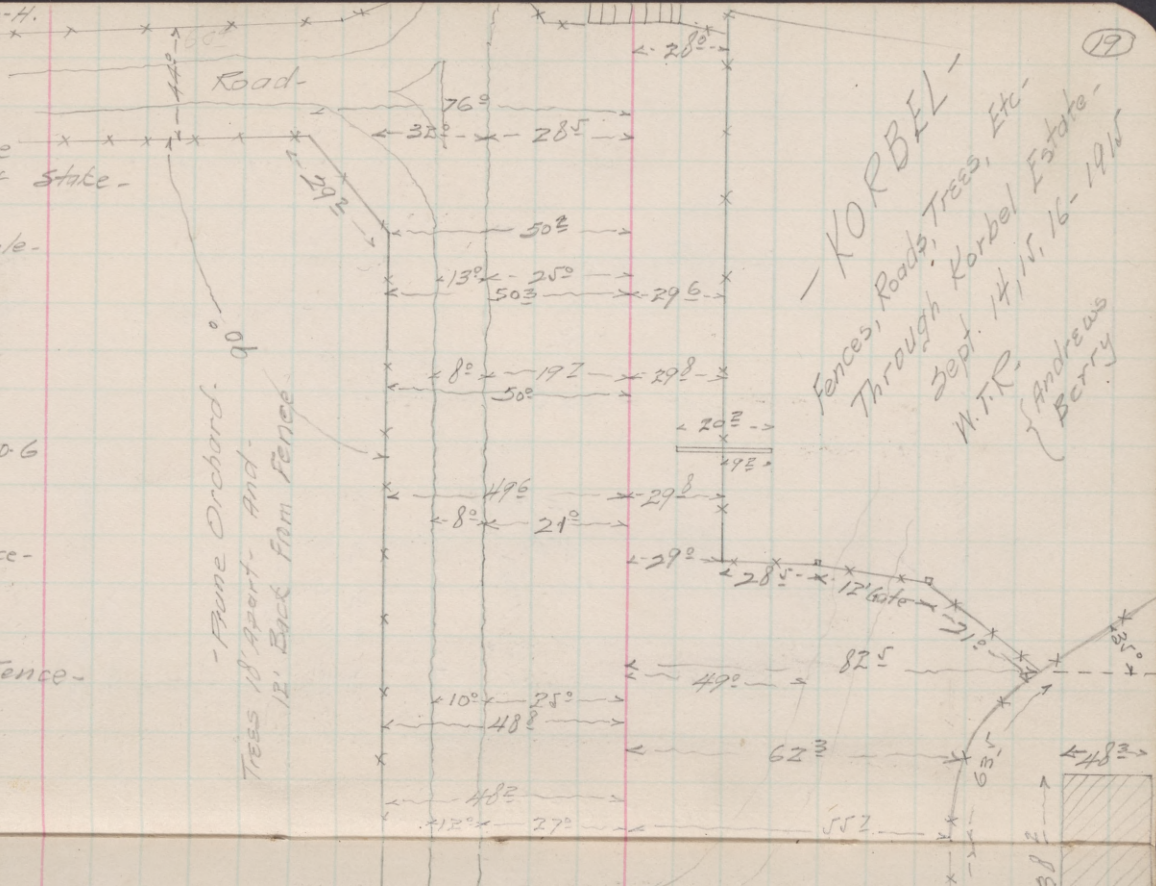
Cor. of Fence -

Angle In Fence -

Fence -

-Bene Orchard.
TREES 18' Apart - And -
12' Back from Fence

- KORBEL -
Fences, Roads, Trees, Etc -
Through Korbel Estate -
Sept. 14/15, 16-1915
W.T.R.
{ Andrews
Berry }



+50

643

+50

+042

642

+832

+762

+678

Rt angle To Fence On Rt.

angle In Fence

angle In Fence

+731

Fence line

Road -

8' Road - Par
Row of Prune Trees

Vinyard -

Row of Prune Trees

8' From Fence -

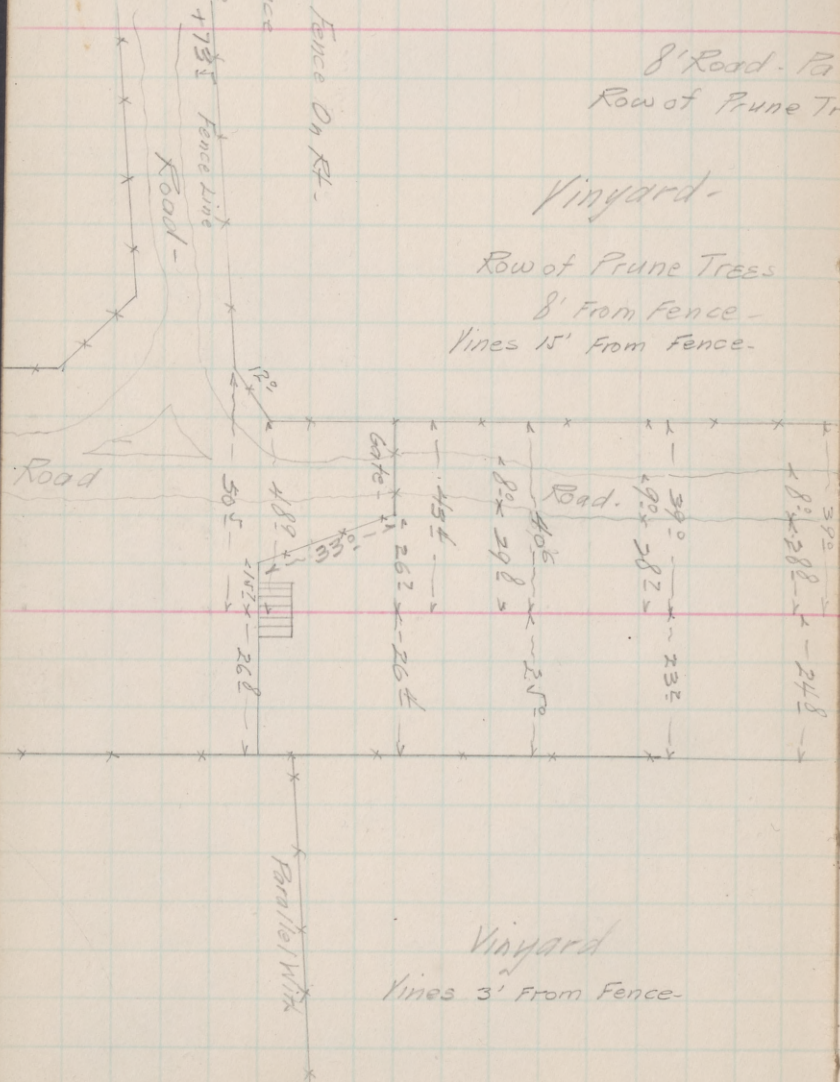
Vines 15' From Fence -

Road

Parallel With

Vinyard

Vines 3' From Fence -



450

646

 $x\sqrt{2}$

+475

12x24" Box No letter.

645

750

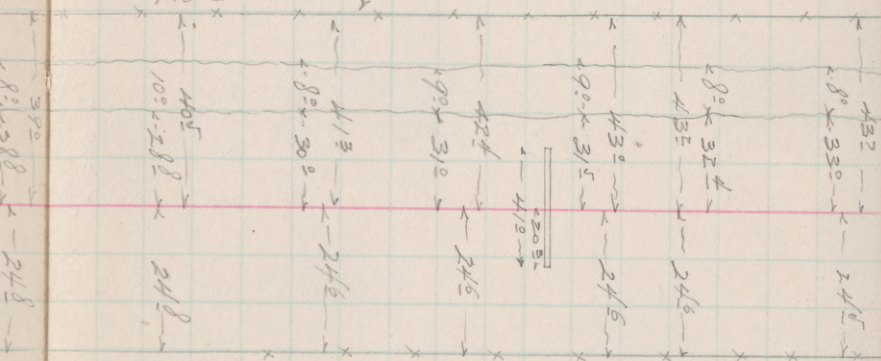
644

Parallels Fence Between Trees & Grapes-

Vines 8' Apart.

Prune Trees 4' From Fence.

Picket Fence



American Field Fence-
Posts Good- 12' Apart-

653

+81 $\frac{1}{2}$

+50

9. Frog-
P.S. Lead = 72 $\frac{1}{2}$

Grapes-

652

+50

Vinyard.

Pune Trees Next to Fence.
1st Row 8' Inside Fence.
Trees 18' Apart.

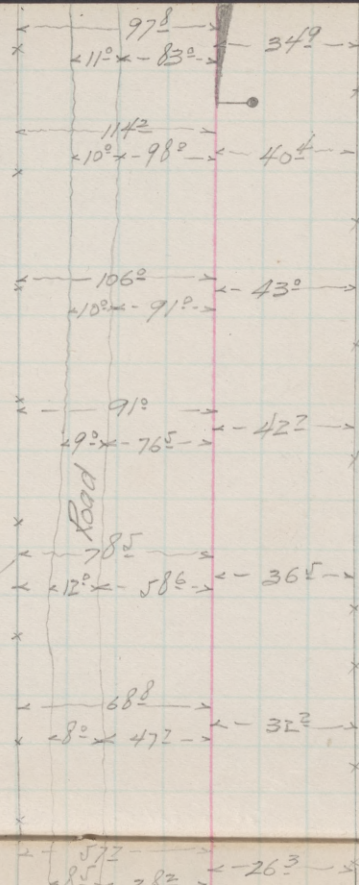
651

+50

Prunes-
Undeveloped.

Pune Trees.

650



18' Vines Inside 30' Line -
In this Field

Grapes

Fence

(21)

653

+ 20 8

654

Corner of Fence-

+ 97^d Corner of Winery

+85 End Stone Wall

+78- Rd. Xing-£

+784 W. L. Gate-

+63 12" x 12" Box 70-V

4544 End of Fence -

+ 50

+325 W.L. Depot

+27⁵ W. L. Oil House.

Prunes
Grapes

Pune Orchard

Trees 4' to 5'

And 18' Between
Note { 9 Bearing Tree }
 { 2 young " }

Road-

KORBEN

Galv. Iron.

Roofed

Roofed

Brick Winery
Corbel Bros.

75
Or Parallel with
line of Winery -

For Detail Plan
See Page # 118.

+37²
+352

N.L. Ware Ho.
P.S. Lead = 745
#9 Frog.

657

+50
+385
+13
+055
+015

Angle In Fence
Rd. Crossing - $\frac{1}{2}$
P.L. Fence Line -
Corner of Fence -

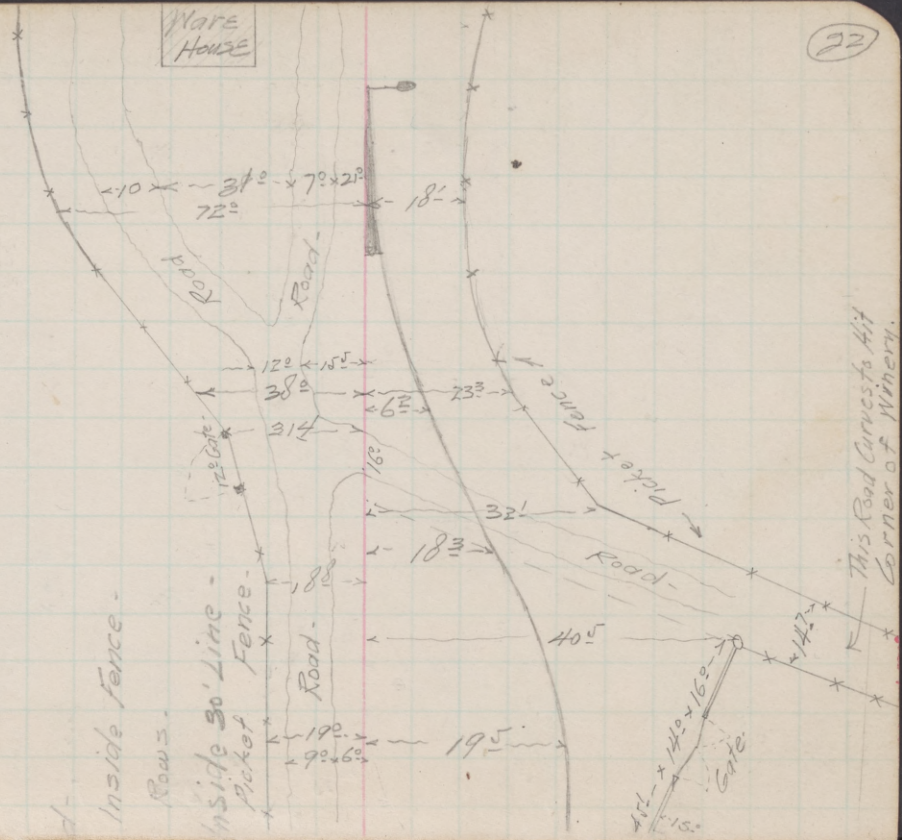
656

+90
+775

Angle In Fence -
End Brick Fence.

+50

Pines -



24r Prune Trees -
Prune Orchard

750

+4/6 Line of Porch -

+35' Fence Line

+32² Fence -

7259 $\pm$ Rd Xing -

+15⁸ Fence

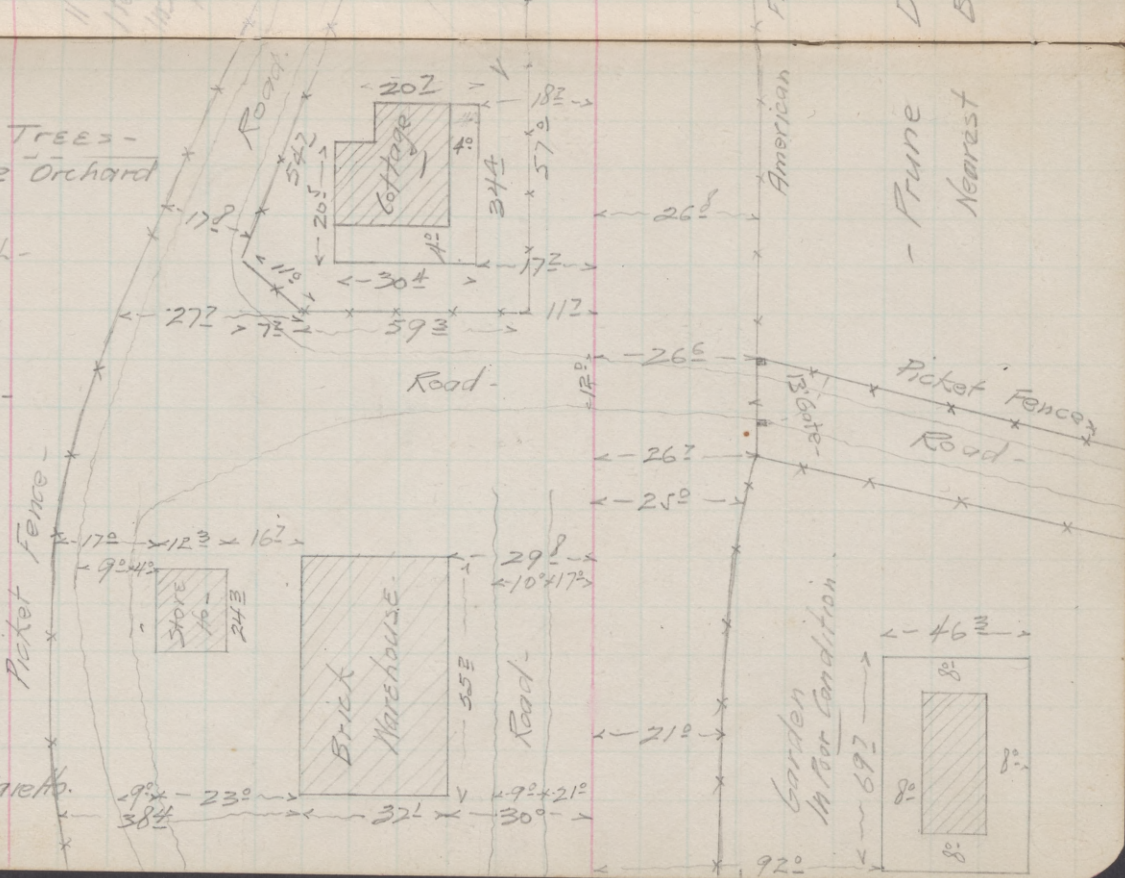
658

+67' N.L. Store Ho-

750

+37²

W. L. Wine Warehouse.

$$656 + 95 \frac{2}{3}$$


661

+55

+50

Beg. of Firewood Piled Next to Fence -

660

+71

Fence Rt -

+63

Cor of Fence - Lt.

+54 1/2

E.E. 70-K- O.D. Frame -

+35 1/2

Fence -

+24 1/2

Rt Δ to W. Cor. of Co. Rd. Trestle -

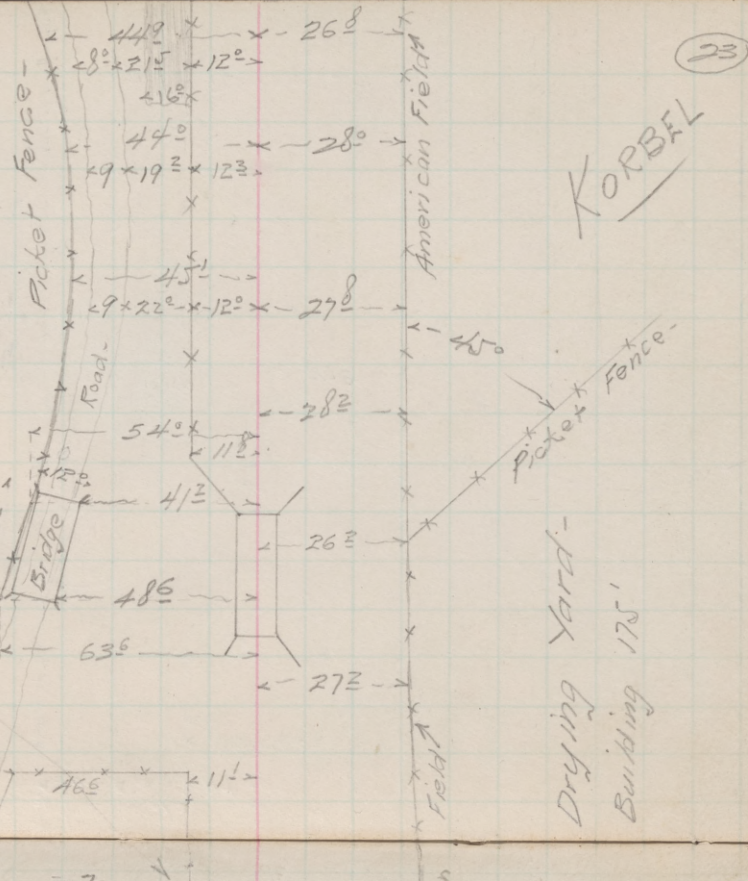
+23 1/2

N.E. 70-K-

659

11 Pines
1 Peach Tree
Inside 30' Line
Along Fence -

Young Prune Trees
About 2 Yrs.



663 +053 Gate In Co. Rd. 13' Wide -

+879 Fence on Lt.

+772 Fence on Right

+713 E.E. 71-A

+675 Co. Rd. Bridge W.E.

+582 M.E. 71-A O.D. Pile Trestle -

+525 End of Fence -

+50 End of Wood -

+347 Angle In Fence

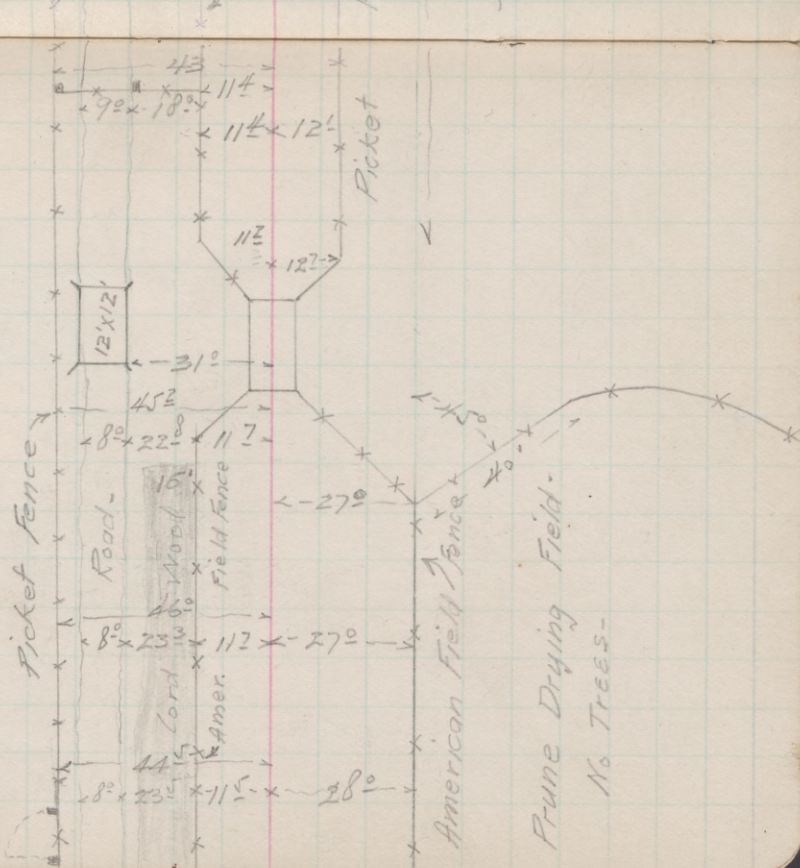
662

+50

661 +35 W.E. Gate -

Rows 18' Apart.
3' to 4' From Fence
Young Prune Trees
1/4 Corn Field -

13' Gate -



+78°
+54°

Fence Rt-
Angle In Fence - Lt-

665

+98°

N.E. House -

+64°

Angle In Fence -

+55°

+50

+41

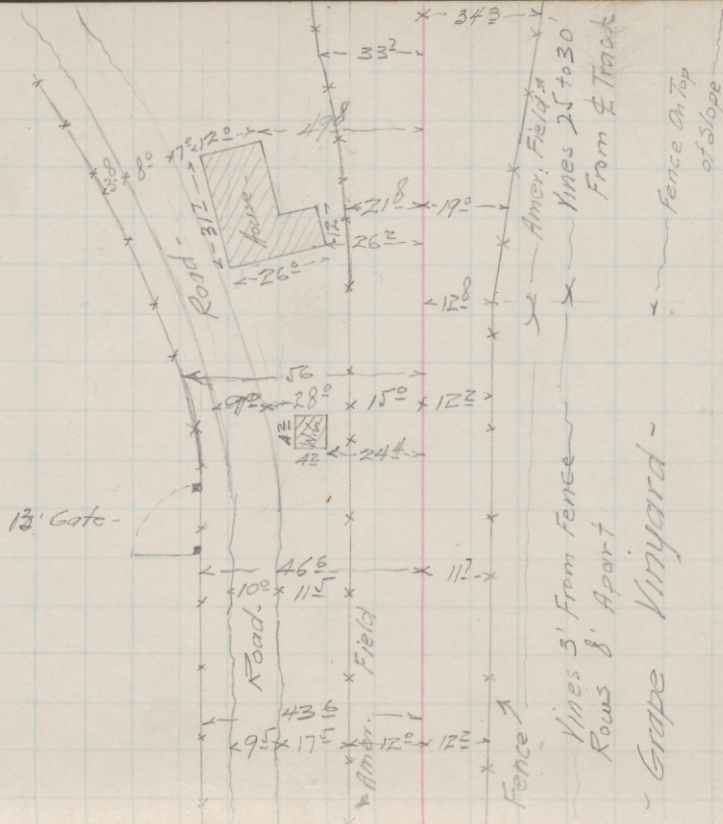
N.L. Water Closet

+01

N.E. Gate.

664

+50



24

KORBEL

+23°

Fence Intersection

+033

W.E. Gate - 13' Long

669

+50

668

+50

Prunes
And
Corn

Picket

Fence

667

+888

W.L. House

Unoccupied
House

American Field Fence

Fence on Top of Slope

American Field Fence

Fence on Top of Slope

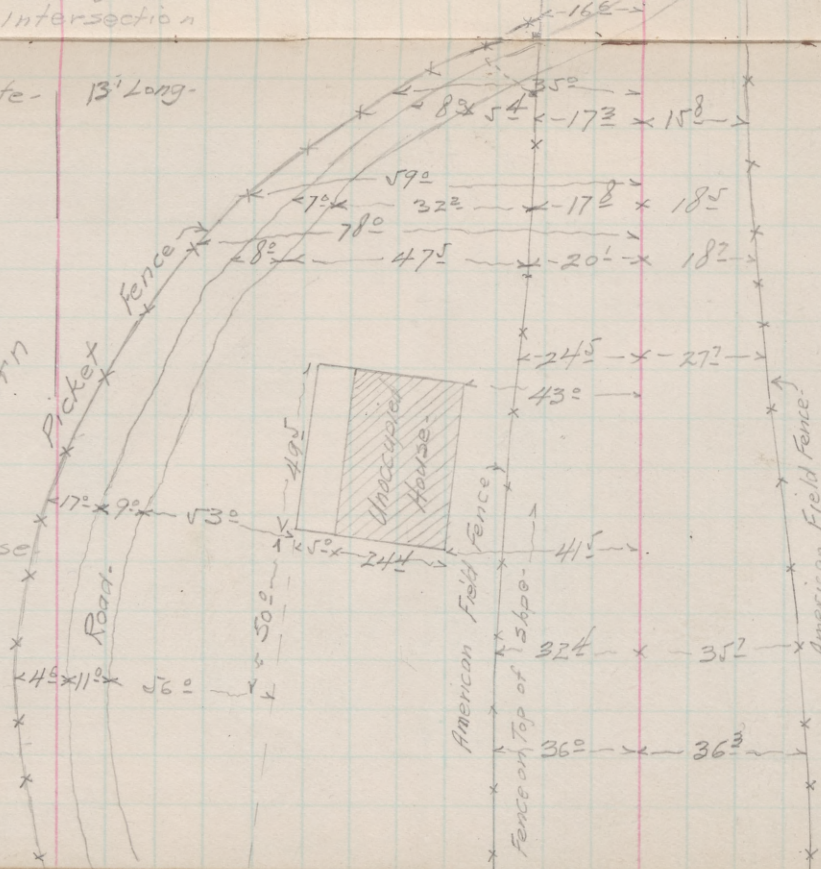
Grape Vineyard

46 Vines Inside 30' Line
In This Field

+64°

666 +23°

Fences



+50

672

+50

671

+50

670

+50

+33⁴

+27°

+23°

W. E. Gate - 10'

E. Rd. Crossing -

Fence Intersection

Young Pines

Uncultivated

Uncultivated

300

← 282 - x - 162 - x 5° - 70°

← 286 - x - 158 - x 5° - 70°

← 277 - x - 139 - x 3° - 6°

← 243 - x - 136 - x 4° - 70°

← 222 - x - 133 - x 5° - 8°

← 19° - x - 13° - x 5° - 8°

← 173 - x - 118 - x 10°

← 166 - x

KORBEL

See Next Page

15' Gate -

676

+ 77⁵

12" x 18" Box - 71-B.

+ 50

- Prune

Trees 4' to 8'

Rows 18' Apart

$$- 28^{\circ} \times 22^{\circ} \times 3^{\circ} \times 6^{\circ}$$

$$\begin{array}{r} \times \\ \hline 62 \\ \hline 152 \end{array}$$

$$- 29^{\circ} \times 22^{\circ} \times 3^{\circ} \times 6^{\circ}$$

$$\times - 29^{\circ} \times 22^{\circ} \times 3^{\circ} \times 6^{\circ}$$

$$\times - 29^{\circ} \times 22^{\circ} \times 3^{\circ} \times 6^{\circ}$$

5' Gate

$$\times - 29^{\circ} \times 23^{\circ} \times 4^{\circ} \times 6^{\circ}$$

$$\times - 28^{\circ} \times 21^{\circ} \times 3^{\circ} \times 6^{\circ}$$

$$\times - 28^{\circ} \times 19^{\circ} \times 5^{\circ} \times 7^{\circ}$$

$$\times - 28^{\circ} \times 18^{\circ} \times 5^{\circ} \times 7^{\circ}$$

American Field

American Field

675

+ 92³

W.L. Gate on Rt

+ 73²

W.L. Gate on Lt

+ 50

+ 37⁹

Fence.

- Prunes -

Picket Fence

- Uncultivated -

Loc

674

+ 50

Grape Vineyard.

Vines Average 12' Inside Fence

Rows About 8' Apart

22 Vines Inside 30' Line

to this point

683-

682

681

+69E
+61E
+36S

2-12x36" Boxes 71-G
N. Cor Rd Fence.

N.E. Gate on Rt Road Turns to Rt.

680

679

678

677

KORBEL

Orchard-

Inside Fence

24 Bearing Trees } Inside
5 Young Trees }

30' Line

American Field Fence

x-22⁶ x-12⁴ x-23 x 7^{1/2}

x-22¹ x 10³ x 10² x 6⁵

x-23² x 10² x 9² x 6⁵

x-14³ x 12² x 7² x 14⁵

x-17² x 18² x 5² x 6⁵

x-26² x 19² x 5² x 6⁵

x-27⁵ x 22³ x 4² x 6⁵

x-28² x 22³ x 4⁵ x 6⁵

Work Road

Rd Bridge

45' Gate - 6' Road

Fence-

Vines 17' Inside Fence

No Vines Within 30' Line

See Next page

+475
691
+90
+541
690

Fence on Rt.

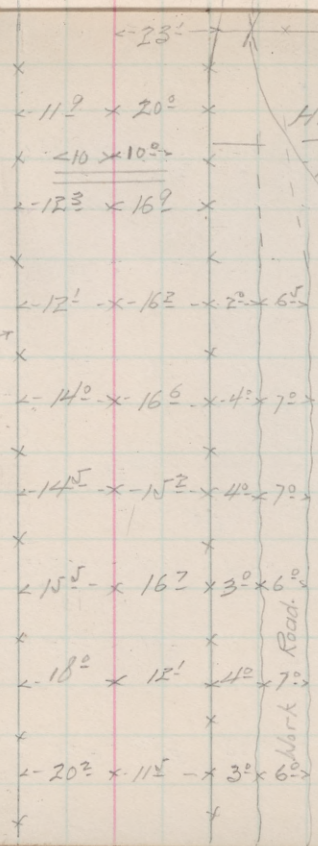
End of Vineyard -
2-18" Pipes Cast Iron -

689
688
687
686
685
684

Prune Orchard.

Prunes 5' to 10' Inside Fence.

American Field Fence



Hills & Vineyard Woods

American Field Fence

Grape Vineyard & Young Prunes

Grapes & Prune Trees 25' From & Track

Prunes About 2 Yrs Old.

14 young Prune Trees & 64 Vines } Within 30' Line

698 -

+18

697

696

695

694

+788

693

692

+475

Fence on RT -

KORBEL

- Uncultivated -

- Uncultivated -
Prunes -

50°

{ 5 Old Walnut Trees
Next To Fence
Inside 30' Line

American field Fence

← 26.5' - x - 24.4' - x

← 24.2' - x

← 28.5' - x

← 23.3' - x - 65° - x

← 22.9' - x - 54° - x

← 20.5' - x - 49.4' - x

← 20.4' - x -

← 15.4' - x - 35.6' - x

← 11.2' - x - 14.3' - x

← 23' - x

5 Barbed Wires.
Fence in poor condition

Steep Hill Side -

Redwoods - & Brush -

(27)

+ 82

End of Fence On Rt

700

+ 924

24" X 24" Box 71 E

+ 665

End of Fence - on Lt

+ 523

+ 523

699

+ 988

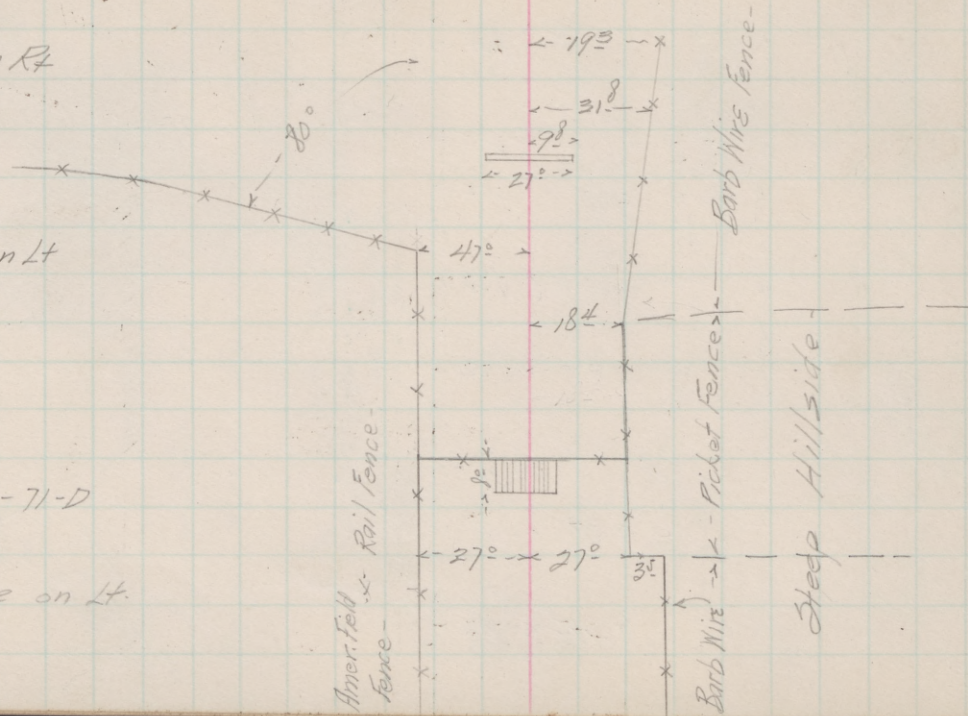
W.L. Cat. Gw. #2 - 71-D

+ 950

Fence -

698 + 73

Change In Fence on Lt.



- KORBEL-

Location of

Fences, Trees, Roads, Buildings, Etc -

- Through Corbel Estate -

9/14-15-16/15

N. T. R. } W. J. Andrews
G. L. Berry

4 + 14 ⁶⁰		0°09'	T-2 Δ = 3°00' Arc = 120°00'
+ 84 ⁶⁰		0°22'	
+ 54 ⁶⁰		0°42'	
583 + 24 ⁶⁰	C.C.	1°07 ¹ / ₂	
583 + 24 ⁶⁰	C.C.	5°10 ⁵ / ₁₆	T-2 Δ = 10°21' Arc = 207°00'
3		4°33 ⁶ / ₁₆	
+ 50		3°18 ⁶ / ₁₆	
+ 501	W.E. 69-G	2°03 ⁶ / ₁₆	
2		0°48 ⁶ / ₁₆	T-2 Δ = 3°00' Arc = 120°00'
+ 50		0°00'	
581 + 17 ⁶⁰	C.C. 5° Lt.	1°07 ¹ / ₂	
581 + 17 ⁶⁰	C.C.	0°42'	
+ 87 ⁶⁰		0°22 ¹ / ₂	T-2 Δ = 3°00' Arc = 120°00'
+ 57 ⁶⁰		0°09'	
80 + 27 ⁶⁰		0°00'	
579 + 97 ⁶⁰	B.C. T-2.	0°00'	

Plotted 9/30/15 Fee.

$$\Delta = 16°21'$$

5°00' curve Lt T-R.

$$S.T. = 2247\frac{1}{2}$$

583 + 23³⁶ P.O.S.T. on Trestle Δ = 5°48'

581 + 59²⁷ P.O.S.T. - Stake Δ = 10°33'

159° Bet. P.O.S.T.s -

- HILTON EAST

Alignment - Location of Track -

Sept - 16 - 1915.

015 Rt

045 Rt

078 Rt

080 Rt

074 Rt

063 Rt

057 Rt

024 Rt

012 Rt

020 Rt

018 Rt

010 Rt

Station	Description	Deflections	- Curve Elements -	Offset to ☒ of Pres. Track (29)
---------	-------------	-------------	--------------------	---------------------------------------

+50

☒

587

☒

+56

☒ County Road-

☒

586

☒

+50

☒

585

☒

+94⁶³

E.E. 69-G Open Deck Pile Trestle.

☒

584 + 44⁶⁰

E.C.

0°00'

0°02' R

4 + 14⁶⁰

0°09'

0°15' R

+ 60³⁸

591 + 30³⁸

591 + 30³⁸

1

590 + 50⁸⁶

590 + 50⁸⁶

+ 30⁸⁶

0 + 00⁸⁶

+ 70⁸⁶

589 + 40⁸⁶

C.C. T-2-

C.C.

C.C. 70⁴

C.C.

B.L. T-2¹/₂

1° 39'

2° 16'

2° 47'

1° 43' =

0° 00'

1° 27¹/₂

1° 03'

0° 33³/₄

0° 15¹/₂

0° 00'

700' + 174' = 874'
Arc = 79° 12'
Δ = 5° 34'

400' Δ = 3° 04'
Arc = 110° 00'
Fwd Defl = 1° 27¹/₂'
Back " = 2° 26¹/₂'

591 + 13²⁹ P.I. Δ = 15° 46'

S.T. - West = 172⁴³

" East = 198⁸⁸

2³³ Rt

3⁰⁵ Rt

3⁵⁷ Rt

3⁴² Rt

3⁰⁵ Rt

2¹⁰ Rt

1⁰⁰ Rt

0⁴⁵ Rt

0⁰⁶ Rt.

- HILTON EAST -

Alignment - Location of Track.

Sept-17-1915

W. T. R. } W. J. Andrews
G. L. Berry

9/16-17-18/15

±

±

589

+ 41²¹

P.O.T.

588

Station - Description

Deflections

Curve Elements -

Offset to ϕ
of Pres. Track
(30)

594 + 91.52	C.C. 7°30' L	0°00'	
594 + 91.52	C.C.	1°41' 4"	30.3 L
+ 61.52		1°03'	2 47 L
+ 31.52		0°33 3/4'	1 25 L
+ 01.52		0°13'	1 05 L
593 + 71.52	B.C. T-2 1/2	0°00'	0 42 L
+ 50			0 10 L
593 + 10 38	E.C.	0°00'	0 04 RT
+ 60 38		0°09'	0 14 RT
+ 50 38		0°22 1/2'	0 30 RT
2 + 20 38		0°42'	0 26 RT
+ 90 38		1°07 1/2'	1 47 RT

T-2 $\Delta = 6^\circ 18'$
Arc = 180.00'

599

+50

598+1819

E.C.

0°00'

+8819

0°13 $\frac{1}{2}$ '

+5819

0°33 $\frac{3}{4}$ '

7+2819

1°03'

596+9819

C.C. T-2 $\frac{1}{2}$ 1°41 $\frac{1}{4}$ '

596+9819

C.C.

7°45'

+50

5°56 $\frac{5}{8}$

6

4°04'

+50

2°11 $\frac{5}{8}$ '

595

0°19 $\frac{1}{2}$ '

HILTON EAST

£

0°5 $\frac{1}{2}$ Rt

£

0°3 $\frac{1}{4}$ Lt0°3 $\frac{1}{4}$ Lt0°50 $\frac{1}{4}$ Lt0°9 $\frac{1}{2}$ Lt

594+76 $\frac{4}{5}$ P.O.S.T. $\Delta = 10^{\circ}00'$ (104°23' E. of E.C.)
 596+77 $\frac{1}{2}$ P.O.S.T. $\Delta = 14^{\circ}30'$ (142°07' W. of E.C.)

14° Lt

7°30' Curve Lt $\Delta = 24^{\circ}30'$

179 Lt

T-2 $\frac{1}{2}$ S.T. = 226 $\frac{1}{2}$

273 Lt

Atc M.C. = 206 $\frac{6}{7}$ 3 $\frac{10}{11}$ Lt

Station Description Deflections -

Curve Elements -

Offset to $\frac{1}{2}$
of Pres. Track.

(31)

604		$2^{\circ}07\frac{1}{4}'$
+50		$0^{\circ}52\frac{1}{4}'$
603 + 15 ¹⁶	C.C. $5^{\circ}2'$	$0^{\circ}00'$
603 + 15 ¹⁶	C.C.	$0^{\circ}42\frac{1}{2}'$
3 + 05 ¹⁶		$0^{\circ}33\frac{3}{4}'$
+ 75 ¹⁶		$0^{\circ}13\frac{1}{2}'$
602 + 45 ¹⁶	B.C. $7^{\circ}2\frac{1}{2}'$	$0^{\circ}00'$
602		
+50		
601		
+50		
600 + 042 ⁵	F.C.	$0^{\circ}40\frac{1}{2}'$
+ 70 ⁵⁰		$0^{\circ}20\frac{1}{4}'$
599 + 367 ⁵	B.C. $2^{\circ}RT$	$0^{\circ}00'$

604 + 12³ P.I. $\Delta = 13^{\circ}15' Lt$
 5° Curve to Lt. Arc = $193^{\circ}00'$
 $\Sigma.T. = 167\frac{1}{4}$
 $(T-2\frac{1}{2} \Delta = 1^{\circ}48' Arc = 70^{\circ}00')$

Sept. 18 - 1915

599 + 70⁵⁰ P.I. $\Delta = 1^{\circ}21'$
 $\Sigma.T. = 337\frac{5}{8}$ Arc = $67^{\circ}50'$

$1^{\circ}00' RT$

$0^{\circ}62' RT$

$0^{\circ}29' RT$

$0^{\circ}26' RT$

$0^{\circ}02' RT$

$0^{\circ}01' Lt$

$0^{\circ}02' RT$

$0^{\circ}14' RT$

$0^{\circ}14' RT$

$0^{\circ}20' RT$

$0^{\circ}20' RT$

$0^{\circ}20' RT$

$0^{\circ}11' RT$

Station

Description Deflection

Elements of Curve-

Offset to
¢ of Pres. Tr.

(32)

- HILTON EAST -

- Alignment & Location of Track -

M. T. R. / W. Andrews -

G. L. Berry -

9/16-17-18/15

612+20²⁰
+90²⁰

F.C.

0°00'

Back-sight = 0°20³⁴'
T-Z Δ = 0°26'
Arc = 41°20'611+75²⁰

C.C. T-2

0°15¹⁴'611+75²⁰

C.C.

0°00'

+50

0°19¹⁴'

1

0°56³⁴'

+50

1°34¹⁴'

610

2°11³⁴'

+50

2°49¹⁴'

9

3°26³⁴'

+50

1°55¹⁴'2°30' Curve - Δ = 11°58³⁴'

Arc = 47°20'

2°30' Curve - T-2

Δ = 13°10¹⁴' S.T. 28567

0°18 RT

0°18 RT

¢

0°25¹⁴ Lt

0°00 Lt

0°06 RT

0°05 RT

0°20 Lt

0°23 Lt

8

1°17³⁴'

0°43 Lt

570

+50

569

+856

+50

568

+534

+50

567

Plotted
10/1/15 Fee.

Tel. Pole

Tel. Pole

12'x18' Box 69D

HILTON EAST-
Fences-Roads- ETC-
For Prop. Road Changes

9/20-24/15

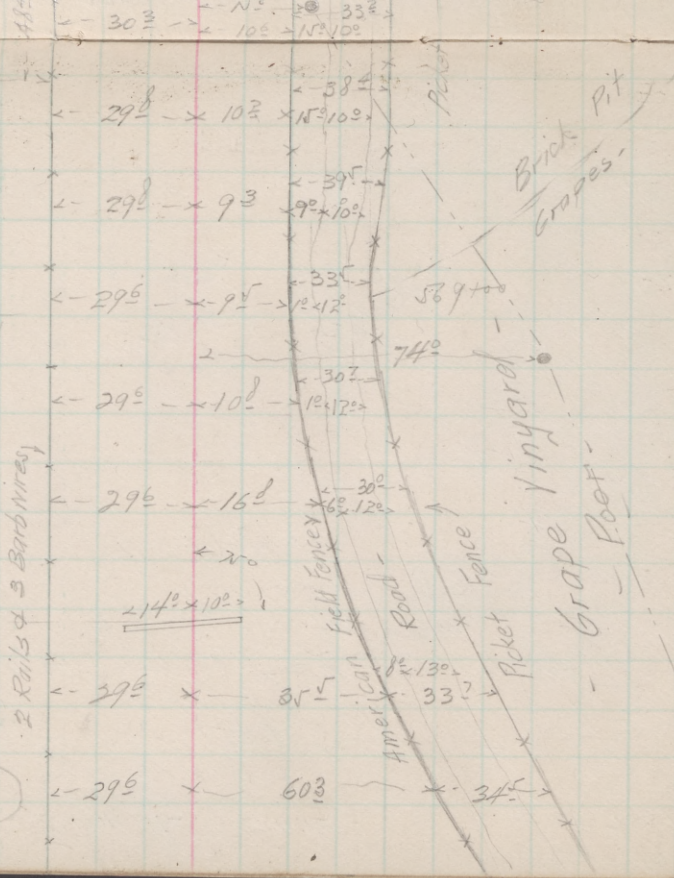
W.T.R.

{ W.S. Andrew
G.L. Berry.

Uncultivated

Note - $\frac{1}{2}$ = As Per
Alignment Notes Pages 29-32

2 Rails & 3 Barb Wires



$$+ 50$$
$$+ 405$$

+923

 $+ \sqrt{0}$

+ 95

+79⁹

750

4685

4495

Tel. Pope -

P.S. Stub-

#9 Frog

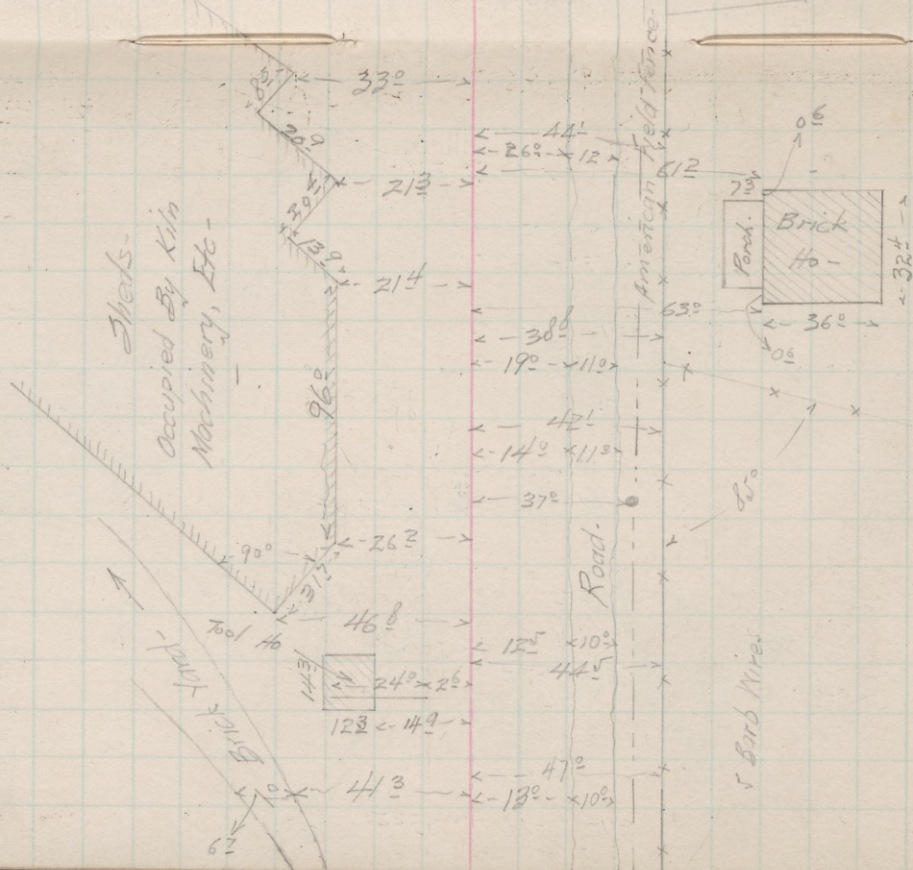
Road

V. Barb Wires -

~~13' Gate - Grapes~~

[illegible]

- 576 +143° Angle In Bldg
- +97° Angle In Bldg
- +65 W.L. Brick House -
- +465 Fence Line -
- 575 +975 Power Pole -
- +804
- +58
- +50
- +34 Hand Car Track -
- +300 W.L. Tool Ho.



+ 75

+67✓

4663

+ 50

+ 355

4350

+09✓

578

+ 83⁰

477E

 $+\sqrt{37}$

577

+ 462

W. Co. Plat. Support. 2 H₂O Tanks

Power Pk-

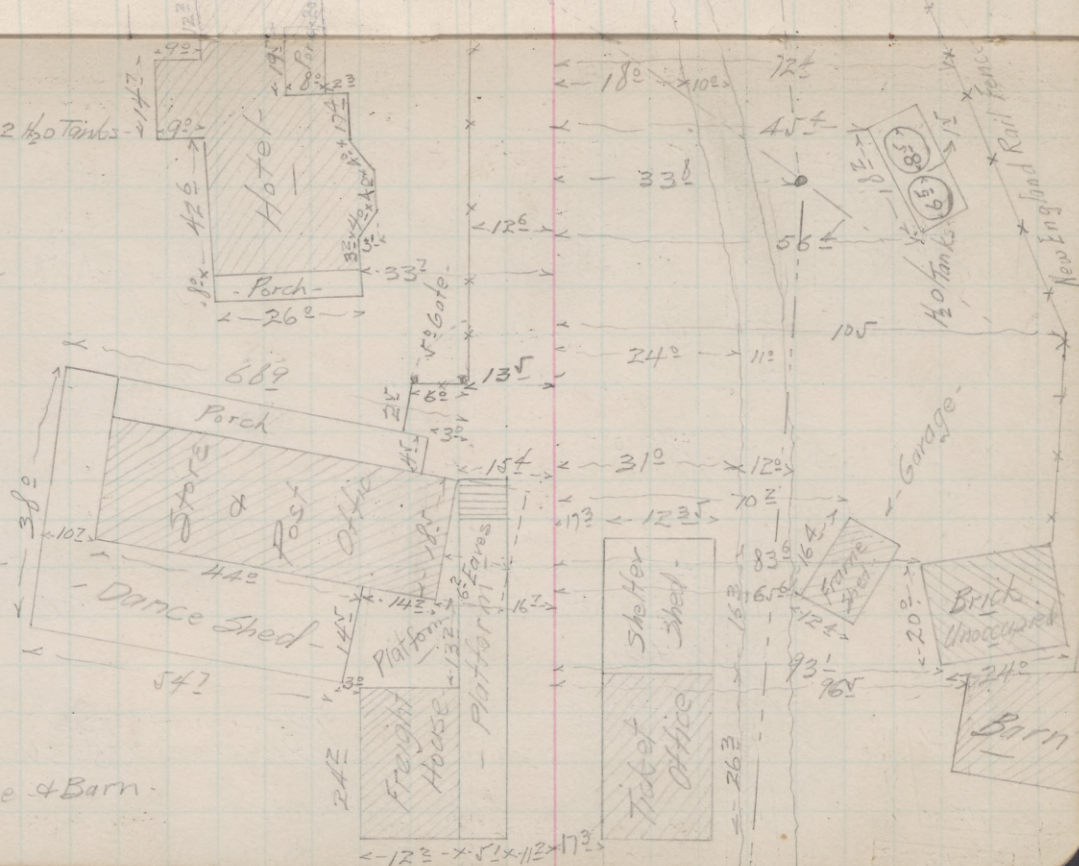
W. Cor. of Hotel-

Fence Cor-

W. Cor. Store.

N. Cor. Warehouse & Barn.

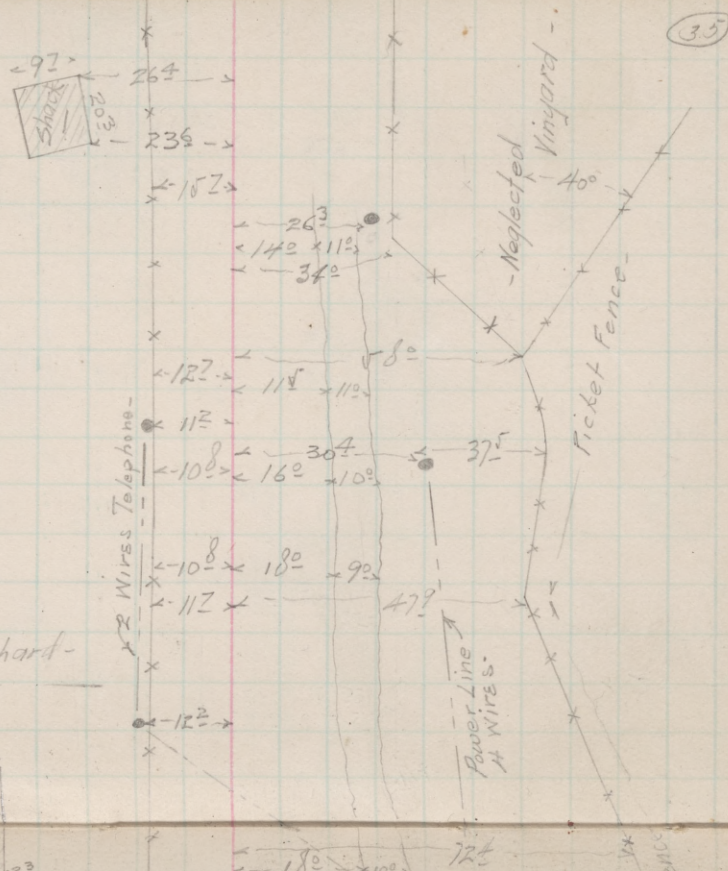
W.L. Depots-



581 +092 W.I. Shack -
 +87E Power Pole
 +838 Angle In Fence -
 +61E
 580 +073 Tel. Pole -
 +834
 +50
 +192 Fences -
 +046 Tel. Pole -

HILTON EAST

+25 Assorted Orchard -
 - Garden -



+114

Angle In Fence

583

+50

+46°

Angle In Fence -

+304

M.E. 69-G. Open Deck - Pile Trestle.

+254

Corner of Fence -

+176

Power Pole.

582

+92°

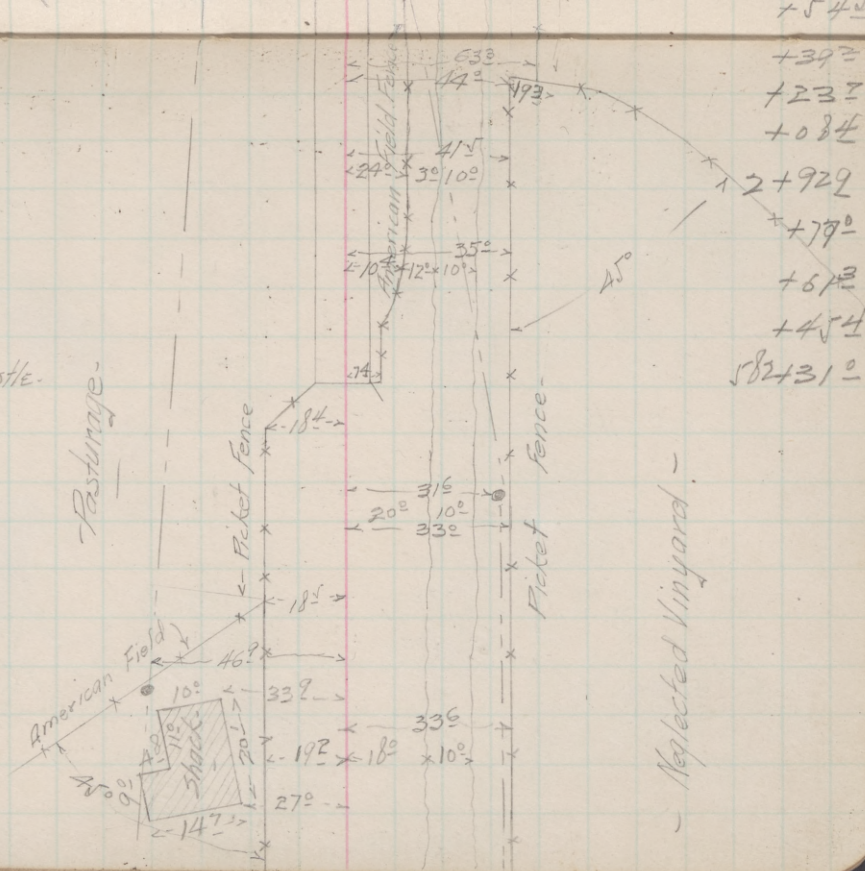
+698

Tel. Pole

+50

581 + 459

Ford Cor. of Shack



586-

+96°

Tel. Pole-

+44°

Cor. of Fence-

+34°

Angle In Fence

+19°

Power Pole-

585

+94°

E.E. Trestle 69'-6" 45°

+50

+49°

Tel. Pole

(2) +83°

W.E. Gate 14' Long-

584

Angle In Fence-

+71°

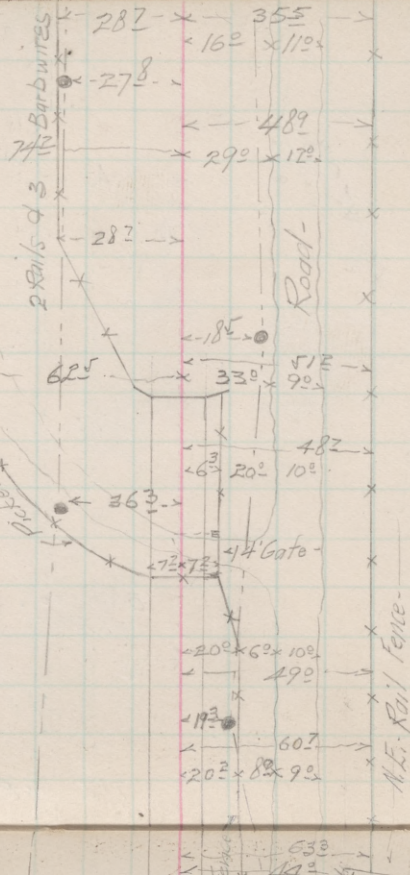
Power Pole-

+50

+114

Angle In Fence

HILTON EAST
Pasture



(36)

Musses
to Trestle
Bents.

Brush & Trees

Hills

N.E. Rail Fence

584+94°

84+80°

+64°

+48°

+32°

+17°

+01°

3+85°

+70°

+54°

+39°

+50
+485

Power Pole-

588

+723

Tel. Pole-

+343

End of Fence on Rt

587

+990

Angle In Fence-

+668

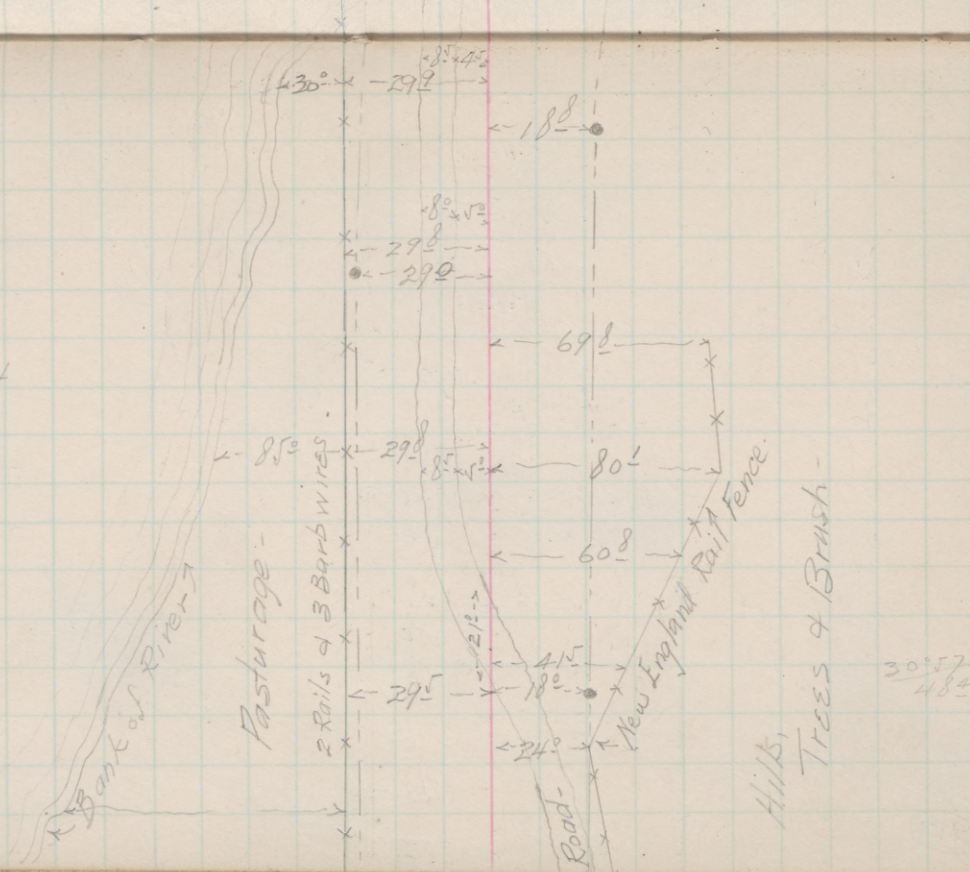
Angle In Fence

+563
+50
+474

21.0 Rd. Xing
Power Pole

586+230

586



591

- +686 Angle In Fence.
- +619 W.L. Cat. 6d-69-1
- +614 End of Bulkhead-

590 +268 18"x24" Box 698 Caved In-

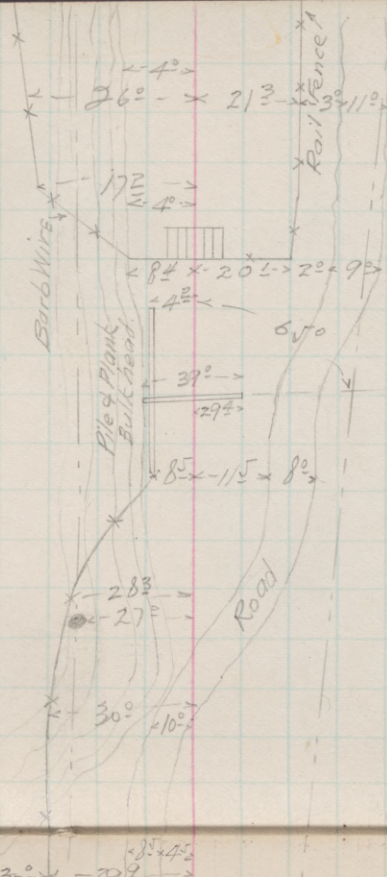
+962 End of Fence & Beg of Bulkhead-

+46- Tel. Pole-

+41 ± 31' Rd. Xing

+25 Bend In Fence-

589



Broken Down
Delapidated Fence Here-

HILTON EAST

(37)

594

+41¹

End of Fence on Lt. & Tel. Pole.

+34²

Power Pole.

593

+50

592

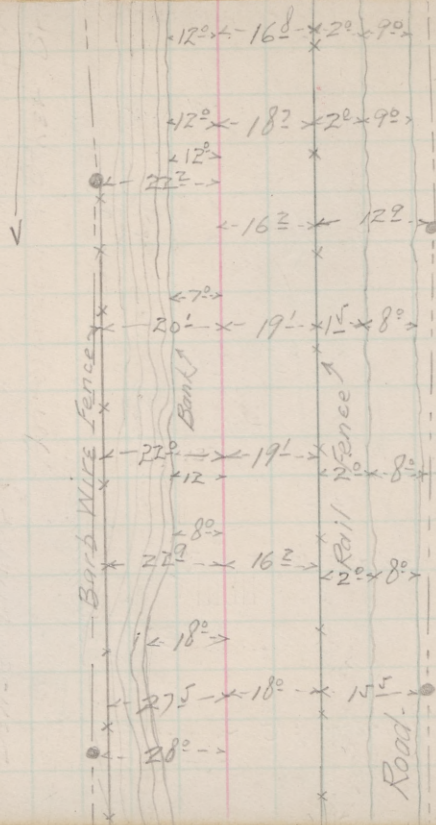
+50

+44⁹

Power Pole.

591 +23³

Tel. Pole.



598 +334

Power Pole & Road

+50

597

+54

Power Pole

+50

Tel. Tree

+35

West line of
old Log Cribbing

596

+50

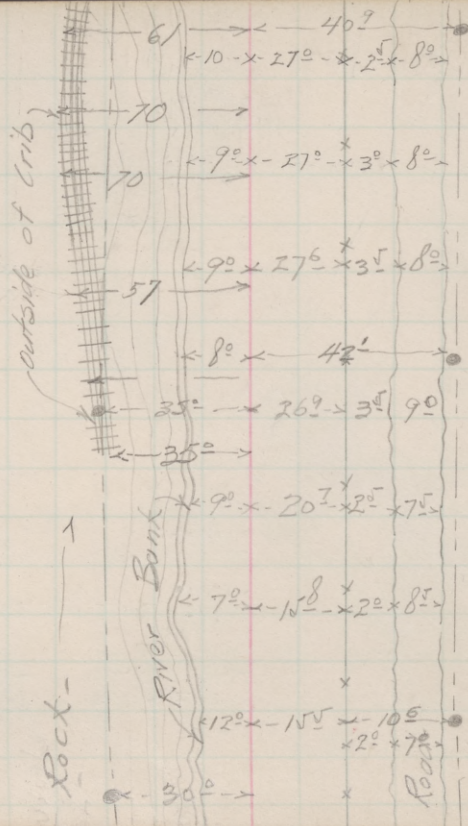
595

+98°

Power Pole

+74°

Tel. Tree



(38)

HILTON EAST

+ 915 110° Rd. Crossing

600 + 50

+ 947 Power Pole

+ 670 Tel. Pole

+ 23 E Rd. Xing - 14' Wide
+ 15 End of Bulkhead

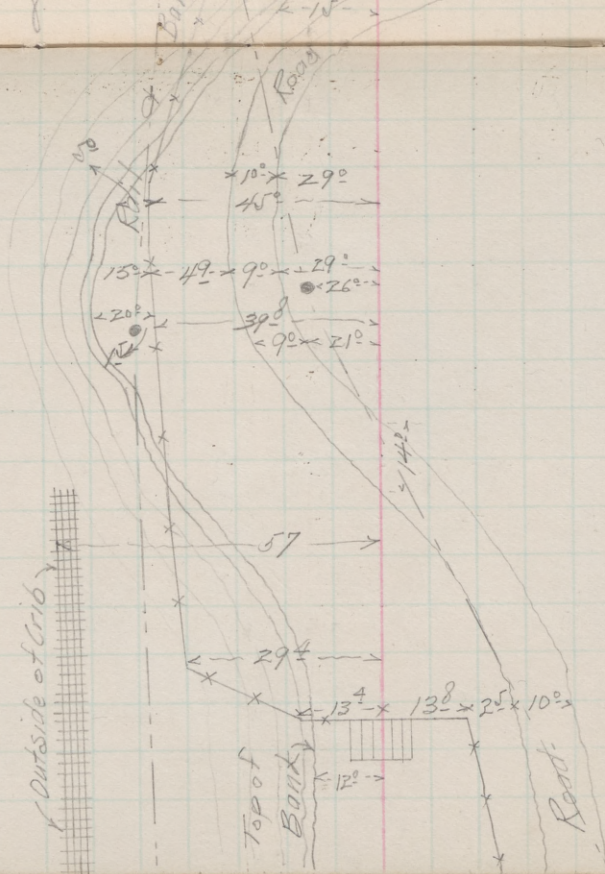
599

+ 878 Angle in Fence -
+ 838 E.L. 69-J

598 + 758 N.L. Cat. Gd. 69-J

← Rock Point

Outside of Crib



HILTON EAST

+232

E.L. Cat. Gd. 69 M. Pit

+152

N.L. Cat. Gd. 69 M.

603 +11°

Angle In Fence -

+50.5

Power Pole.

+50

602

+98° Rd. Entering Co. Rd.

+64.5 E. Corner Co. Rd. Bridge

+57° 30" x 48" Box 69-L.

+199

+14.8

Power Pole.

601 +10°

N.L. Cat. Gd. 69-K.

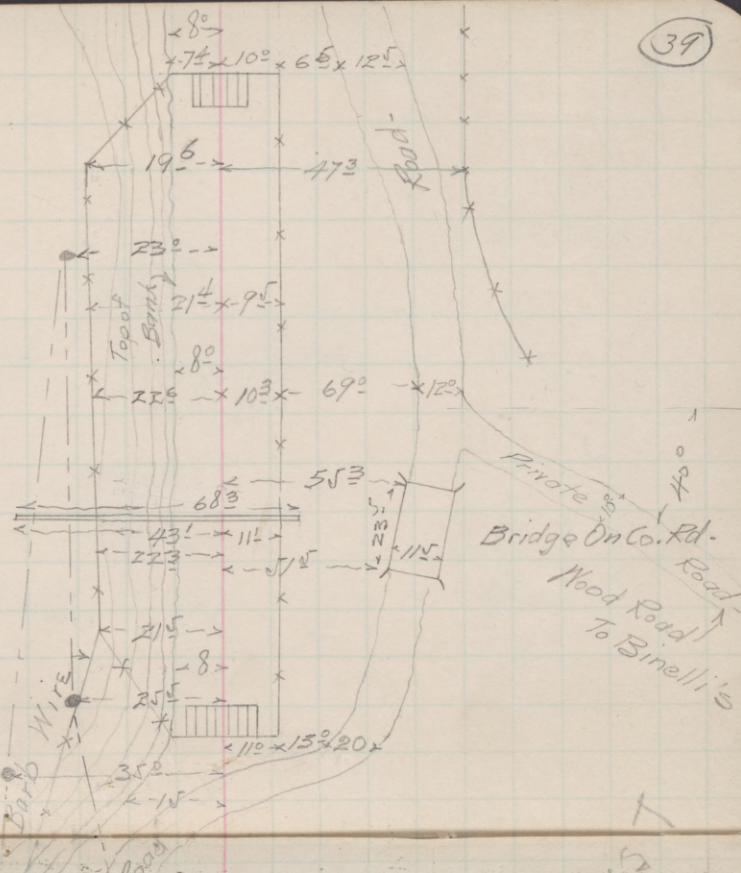
+95°

Tel. Pole.

+91.5

E 11° Rd. Crossing

Dense Growth Trees and Brush



+50

606

+96⁵
+67⁰
+50

Power Pole-
Tel. Tree-

605

+59⁵

W.L. Cat. Gd. #2 69-N. & Power Pole

+50

+15

+14⁷

Tel. Pole-

604

603 +68^E

± 20' Rd. Xing.

+50

+25

Dense Growth of Trees & Brush.

$\times 10^{\circ} \times 14^{\circ} \times 9^{\circ}$

$\times 9^{\circ} \times 12^{\circ} \times 9^{\circ}$

$\times 34^{\circ} \times 12^{\circ}$
 $\times 9^{\circ} \times 11^{\circ} \times 9^{\circ}$

$\times 11^{\circ} \times 8^{\circ} \times 9^{\circ}$

$\times 11^{\circ} \times 10^{\circ}$

$\times 8^{\circ} \times 9^{\circ}$

$\times 24^{\circ}$

$\times 18^{\circ}$

$\times 17^{\circ}$

$\times 62^{\circ}$

$\times 65^{\circ}$

Half formed
Rock-

HILTON EAST.

Fence 3 Barbs &
1 Roll

Road

Note - £ = As per Alignment Notes
Pages - 29-32

~~HILTON~~ EAST-
Location of Roads, Fences, Etc.,
In Connection With Prop. Changes of Road-

9/20-21/15

N.T.R.

J. W. Andrews -
G. L. Berry -

+50
 9
 +50
 B.M. +65
 10
 +50
 11
 +50
 12

46 100²
 47 100²
 50 100³
 33² 101 985 B.M. Top of Rock
 13 Ft. to Lt.
 51 100²
 52 100²
 53 100
 56 99²
 59 99¹

-HILTON EAST-
 Levels on Top of Tie
 In Connection With Prop. Change of Road.
 9-23-15 W.T.R. J.N.S. Andrews
 G.L. Berry-

+ H.I - Elev

601 + 50

107 ⁶⁴⁵ 4⁶ 103¹

2

107³ 4⁷ 103²

+ 50

4⁸ 102⁹

3

5⁰ 102⁷

+ 50

5¹ 102⁶

4

5¹ 102⁶

+ 50

5³ 102⁴

5

5⁴ 102³

+ 50

5⁵ 102²

6

5⁸ 101⁹

+ 50

6² 101⁵

T. P.

372 105 ³⁰³ 606 101⁵³⁵

7

4¹ 101²

+ 50

4² 101¹

8

4³ 101⁰

+50

95

+50

96

+50

97

+50

98

+50

99

T.P.

388

107

645

379

103765

+50

107

39

1038

600+00

+50

39

1038

1

39

1038

41

1036

48 1022

46 1029

47 1028

47 1028

51 1024

53 1022

54 1021

52 1023

48 1027

43 1032

HILTON EAST

+ 14.1 - E/cv

587 + 50

106³²⁵ 5 5 100⁸

88

5 4 100⁹

+ 50

5 3 101²

89

5 2 101²

+ 50

5 1 101²

90

5 0 101³

+ 50

5 0 101³

91

4 7 101⁶

+ 50

4 4 101²

T.P.

5²⁶ 107⁵⁵⁵ 4 03 102²⁹⁵

92

5 5 102

+ 50

5 3 102²

93

5 1 102⁴

+ 50

5 0 102⁵

94

4 9 102⁶

81

+50

82

+30¹⁵

+50

83

+50

84

+50

+94⁵

85

+50

T. P.

60²⁵

106.325

51⁴100³⁰

86

+50

87

5² 100²5² 100²5² 100²5²⁵ 100¹⁹5²⁵ 100¹⁹5²⁵ 100¹⁹5²⁵ 100¹⁹5² 100²5²⁵ 100¹⁹5³² 100¹²5³ 100¹5² 100²5¹⁴ 100³⁰6⁰ 100³5⁹ 100⁴5⁷ 100⁶

W. L. Trestle

E. L. Trestle

Sta. + H.I. - Elev
B.M. Assm. 100

(43)

B.M. - Rail sunk in ground
S.W. corner of Sect. Hse.

	712	10712	
575+00			62 1012
+50			62 1012
6			62 1012
+50			59 1012
7			56 1015
+50			54 1012
8			54 1012
+50			54 1012
9			52 1014
T.P.	39	10544	558 10154
+50			45 1009
580+00			48 1006
+50			59 1004

- HILTON EAST -
Levels on Top of Tie in Connection
With Prop. Changes of Road.
9-23-15 W.T.R. / M.L. Andrews.
G.L. Berry-

81 52 1002

+50

+27

582

+50

581

+50

580

High Water 62 Below
Top of Tie Here
According to Brown

ALL TON EAST -
With sections in connection
9/24-25-26/12
W.T.R.
And rows
Berry.

$$\frac{-172}{60} \quad \frac{-151}{0} \quad \frac{-136}{10} \quad \frac{-127}{16} \quad \frac{-124}{30} \quad \frac{-102}{34} \quad \frac{-12}{55} \quad \frac{+91}{70}$$

$$\frac{-167}{55} \quad \frac{-146}{30} \quad \frac{-132}{24} \quad \frac{-09}{8} \quad \frac{-06}{4} \quad \frac{2}{3} \quad \frac{0}{0} \quad \frac{-06}{7} \quad \frac{-108}{17} \quad \frac{-111}{30} \quad \frac{-102}{33} \quad \frac{-13}{55} \quad \frac{+107}{75}$$

$$\frac{-133}{48} \quad \frac{-113}{23} \quad \frac{-22}{11} \quad \frac{-06}{7} \quad \frac{0}{4} \quad \frac{0}{0} \quad \frac{0}{5} \quad \frac{-05}{8} \quad \frac{-99}{20} \quad \frac{-102}{30} \quad \frac{-68}{33} \quad \frac{+01}{57} \quad \frac{+102}{72}$$

$$\frac{-97}{45} \quad \frac{-82}{20} \quad \frac{-03}{6} \quad \frac{0}{0} \quad \frac{0}{3} \quad \frac{-03}{4} \quad \frac{-06}{10} \quad \frac{-59}{18} \quad \frac{-62}{28} \quad \frac{0}{34} \quad \frac{+131}{58} \quad \frac{+240}{80}$$

$$\frac{-76}{28} \quad \frac{-58}{16} \quad \frac{-43}{15} \quad \frac{-35}{12} \quad \frac{-03}{6} \quad \frac{0}{0} \quad \frac{-0}{3} \quad \frac{-06}{8} \quad \frac{-31}{14} \quad \frac{-27}{27} \quad \frac{+47}{37} \quad \frac{+209}{70}$$

$$\frac{-57}{29} \quad \frac{-55}{155} \quad \frac{-43}{125} \quad \frac{-32}{12} \quad \frac{-01}{6} \quad \frac{0}{0} \quad \frac{0}{3} \quad \frac{-08}{7} \quad \frac{+12}{11} \quad \frac{+12}{22} \quad \frac{+174}{37} \quad \frac{+407}{67} \quad \frac{+509}{97}$$

$$\frac{+433}{73} \quad \frac{+612}{103} \quad \frac{+750}{143}$$

$$\frac{37}{27} \quad \frac{-17}{11} \quad \frac{-07}{10} \quad \frac{0}{8} \quad \frac{0}{0} \quad \frac{0}{4} \quad \frac{-06}{8} \quad \frac{+43}{14} \quad \frac{+47}{24} \quad \frac{+118}{33} \quad \frac{+242}{445} \quad \frac{+359}{62}$$

586

$$\begin{array}{r} \text{River} \\ 200 \end{array} \begin{array}{r} -16^6 \\ 113 \end{array} \begin{array}{r} -22^5 \\ 68 \end{array} \begin{array}{r} -20^3 \\ 44 \end{array} \begin{array}{r} -10^7 \\ 29 \end{array} \begin{array}{r} -7^4 \\ 20 \end{array} \begin{array}{r} -0^7 \\ 8 \end{array} \begin{array}{r} -0^6 \\ 4 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} 0 \\ 0 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} -0^7 \\ 7 \end{array} \begin{array}{r} -3^3 \\ 11 \end{array} \begin{array}{r} -3^0 \\ 28 \end{array} \begin{array}{r} -1^6 \\ 29 \end{array} \begin{array}{r} +0^3 \\ 37 \end{array} \begin{array}{r} +3^8 \\ 50 \end{array}$$

+50

$$\begin{array}{r} 21^0 \\ 78 \end{array} \begin{array}{r} -21^1 \\ 48 \end{array} \begin{array}{r} -16^9 \\ 29 \end{array} \begin{array}{r} -11^1 \\ 18 \end{array} \begin{array}{r} -1^0 \\ 6 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} 0 \\ 0 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} -0^8 \\ 7 \end{array} \begin{array}{r} -7^8 \\ 17 \end{array} \begin{array}{r} -6^7 \\ 42 \end{array} \begin{array}{r} -6^0 \\ 42 \end{array} \begin{array}{r} 0 \\ 60 \end{array}$$

585

$$\begin{array}{r} -19^3 \\ 89 \end{array} \begin{array}{r} -17^0 \\ 64 \end{array} \begin{array}{r} -19^0 \\ 62 \end{array} \begin{array}{r} -19^0 \\ 54 \end{array} \begin{array}{r} -16^7 \\ 34 \end{array} \begin{array}{r} -12^3 \\ 22 \end{array} \begin{array}{r} -4^2 \\ 10 \end{array} \begin{array}{r} -1^1 \\ 9 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} 0 \\ 0 \end{array} \begin{array}{r} 0 \\ 3 \end{array} \begin{array}{r} -1^1 \\ 9 \end{array} \begin{array}{r} -3^2 \\ 10 \end{array} \begin{array}{r} -9^1 \\ 23 \end{array} \begin{array}{r} -9^4 \\ 30 \end{array} \begin{array}{r} -11^4 \\ 33 \end{array} \begin{array}{r} -11^0 \\ 42 \end{array} \begin{array}{r} -10^0 \\ 42 \end{array} \begin{array}{r} -6^0 \\ 51 \end{array}$$

+80

$$\begin{array}{r} -17^6 \\ 85 \end{array} \begin{array}{r} -15^6 \\ 60 \end{array} \begin{array}{r} -17^8 \\ 56 \end{array} \begin{array}{r} -17^6 \\ 46 \end{array} \begin{array}{r} -15^3 \\ 26 \end{array} \begin{array}{r} -10^4 \\ 8 \end{array} \begin{array}{r} -9^5 \\ 0 \end{array} \begin{array}{r} -11^5 \\ 10 \end{array} \begin{array}{r} -11^6 \\ 28 \end{array} \begin{array}{r} -12^5 \\ 30 \end{array} \begin{array}{r} -12^3 \\ 41 \end{array} \begin{array}{r} -10^3 \\ 42 \end{array} \begin{array}{r} -6^1 \\ 55 \end{array} \begin{array}{r} -1^2 \\ 67 \end{array}$$

+50

$$\begin{array}{r} -14^7 \\ 65 \end{array} \begin{array}{r} -14^5 \\ 45 \end{array} \begin{array}{r} -15^7 \\ 42 \end{array} \begin{array}{r} -13^8 \\ 7^0 \end{array} \begin{array}{r} -13^6 \\ 0 \end{array} \begin{array}{r} -13^9 \\ 6 \end{array} \begin{array}{r} -14^0 \\ 36 \end{array} \begin{array}{r} -10^7 \\ 49 \end{array} \begin{array}{r} -6^1 \\ 50 \end{array} \begin{array}{r} +0^5 \\ 62 \end{array}$$

$$\begin{array}{r} -17^0 \\ 60 \end{array} \begin{array}{r} -15^8 \\ 36 \end{array} \begin{array}{r} -14^9 \\ 9 \end{array} \begin{array}{r} -15^6 \\ 0 \end{array} \begin{array}{r} -14^9 \\ 20 \end{array} \begin{array}{r} -14^1 \\ 35 \end{array} \begin{array}{r} -13^1 \\ 37 \end{array} \begin{array}{r} -9^1 \\ 49 \end{array} \begin{array}{r} -2^2 \\ 65 \end{array}$$

+50

$$\begin{array}{r} -18^2 \\ 60 \end{array} \begin{array}{r} -17^2 \\ 0 \end{array} \begin{array}{r} -16^0 \\ 18 \end{array} \begin{array}{r} -15^1 \\ 20 \end{array} \begin{array}{r} -14^6 \\ 39 \end{array} \begin{array}{r} -3^2 \\ 61 \end{array} \begin{array}{r} +7^6 \\ 85 \end{array}$$

583

$$\begin{array}{r} -18^2 \\ 60 \end{array} \begin{array}{r} -17^3 \\ 0 \end{array} \begin{array}{r} -15^4 \\ 22 \end{array} \begin{array}{r} -14^4 \\ 25 \end{array} \begin{array}{r} -14^0 \\ 38 \end{array} \begin{array}{r} -11^0 \\ 42 \end{array} \begin{array}{r} -4^9 \\ 54 \end{array} \begin{array}{r} +4^1 \\ 67 \end{array}$$

k = Per Alignment
Pages 29-32

(44)

589

$$\begin{array}{cccccccccccccccc} \text{Water} & -49^0 & -25^8 & -12^6 & +09^0 & 0 & 0 & 0 & -03 & +17^3 & +43^2 & +57^2 & +72^0 & +107^0 \\ 93 & 93 & 53 & 33 & 18 & 4 & 0 & 4 & \sqrt{5} & 12 & 38 & 62 & 73 & 124 \end{array}$$

588 + 45

$$\begin{array}{cccccccccccccccc} \text{Water} & -48^7 & -22^4 & -16^4 & -05^0 & -03 & 0 & 0 & -05 & -05 & +25^4 & +33^4 & +49^9 & +73^6 \\ 107 & 107 & 58 & 36 & 15 & 5 & 3 & 0 & 3 & 4 & 7 & 11 & 18 & 39 & 74 \end{array}$$

+90

$$\begin{array}{cccccccccccccccc} \text{R. Bank} & -24^0 & -19^1 & -14^7 & -12^7 & -07 & -03^0 & 0 & 0 & -05 & -05 & +22^7 & +43^3 & +76^5 \\ 85 & 65 & 42 & 35 & 33 & 14 & 5 & 3 & 0 & 3 & 4 & 7 & 20 & 47 & 95 \end{array}$$

+60

$$\begin{array}{cccccccccccccccc} \text{R. Bank} & -20^3 & -20^5 & -18^3 & -13^5 & -08 & -05 & 0 & 0 & -05 & -05 & +10^0 & +40^4 & +46^9 & +57^8 & +69^5 \\ 90 & 85 & 61 & 44 & 34 & 14 & 6 & 3 & 0 & 3 & 4 & 7 & 14 & 28 & 31 & 63 & 83 \end{array}$$

+35

$$\begin{array}{cccccccccccccccc} & -17^2 & -17^0 & -9^8 & -06 & -06 & 0 & 0 & 0 & -03 & -04 & & +75^6 & +90^1 \\ N & 45 & 28 & 15 & 5 & 3 & 0 & 3 & 4 & 8 & & 70 & 100 \end{array}$$

587

$$\begin{array}{cccccccccccccccc} \text{River} & -17^2 & -17^3 & -11^4 & -05 & -06 & 0 & 0 & -03 & -03 & +30^3 & +61^0 & +67^8 & +78^0 \\ 119 & 79 & 49 & 31 & 15 & 5 & 3 & 0 & 4 & 8 & 33 & 65 & 80 & 110 \end{array}$$

+70

$$\begin{array}{cccccccccccccccc} & -21^3 & -19^0 & -16^8 & -13^7 & -07 & +03 & +04 & +9^4 & +14^8 & +36^3 & +41^3 & +45^2 \\ 78 & 54 & 42 & 33 & 15 & 0 & 7 & 20 & 32 & 58 & 62 & 77 \end{array}$$

586 + 50

$$\begin{array}{cccccccccccccccc} & -21^3 & -20^2 & -18^1 & -14^9 & -03 & +03 & +06 & +5^6 & +7^2 & +29^4 & +34^0 \\ 80 & 54 & 44 & 32 & 12 & 0 & 10 & 13 & 22 & 42 & 57 \end{array}$$

Half Formed.
Rock

592+00

+50

591+05

+65

590+35

+75

+40

+20

High Water = Top of Tie - 9'

£ R/c
B/Knd

HILTON-EAST

$$\frac{H^2O - 49^{\frac{1}{2}} - 39^{\frac{1}{2}} - 28^{\frac{1}{2}} - 0^{\frac{5}{2}} - 0^{\frac{5}{2}}}{102 \ 102 \ 61 \ 35 \ 9 \ 3 \ 0 \ 6 \ 8 \ 17 \ 28 \ 30 \ 59 \ 73 \ 98}$$

$$\frac{H^2O - 49^{\frac{1}{2}} - 38^{\frac{1}{2}} - 1^{\frac{9}{2}}}{101 \ 101 \ 59 \ 16}$$

$$\frac{0 + 0^{\frac{1}{2}} - 0^{\frac{8}{2}} + 11^{\frac{3}{2}} + 11^{\frac{9}{2}} + 23^{\frac{0}{2}} + 36^{\frac{3}{2}}}{0 \ 6 \ 10 \ 16 \ 28 \ 35 \ 95}$$

$$\frac{H^2O - 49^{\frac{1}{2}} - 42^{\frac{3}{2}} - 38^{\frac{3}{2}} - 28^{\frac{9}{2}} - 17^{\frac{0}{2}} - 1^{\frac{1}{2}}}{94 \ 94 \ 80 \ 58 \ 46 \ 26 \ 5 \ 0 \ 7 \ 9 \ 12 \ 15 \ 21 \ 22 \ 33 \ 38 \ 74}$$

$$\frac{\text{Water} - 49^{\frac{5}{2}} - 45^{\frac{0}{2}} - 39^{\frac{8}{2}} - 25^{\frac{8}{2}} - 1^{\frac{4}{2}}}{95 \ 95 \ 86 \ 62 \ 36 \ 6 \ 0 \ 13 \ 20 \ 34 \ 40 \ 52 \ 72}$$

$$\frac{\text{Water} - 49^{\frac{5}{2}} - 42^{\frac{7}{2}} - 29^{\frac{5}{2}} - 21^{\frac{2}{2}} - 15^{\frac{9}{2}} - 2^{\frac{2}{2}} - 1^{\frac{0}{2}}}{94 \ 94 \ 62 \ 28 \ 20 \ 7 \ 7 \ 3 \ 0 \ 12 \ 15 \ 28 \ 30 \ 52 \ 64 \ 75}$$

$$\frac{\text{Water} - 49^{\frac{5}{2}} - 32^{\frac{6}{2}} - 26^{\frac{9}{2}} - 16^{\frac{0}{2}} - 1^{\frac{2}{2}} - 0^{\frac{2}{2}}}{85 \ 85 \ 65 \ 51 \ 28 \ 10 \ 4 \ 0 \ 18 \ 37 \ 72 \ 103}$$

$$\frac{\text{Water} - 48^{\frac{5}{2}} - 34^{\frac{8}{2}} - 20^{\frac{3}{2}} - 10^{\frac{5}{2}} - 10^{\frac{5}{2}} - 10^{\frac{3}{2}} - 10^{\frac{2}{2}} - 10^{\frac{0}{2}} - 12^{\frac{1}{2}} - 37^{\frac{2}{2}} - 51^{\frac{3}{2}}}{84 \ 84 \ 65 \ 39 \ 28 \ 17 \ 0 \ 9 \ 11 \ 33 \ 46 \ 58 \ 91}$$

$$\frac{\text{Water} - 48^{\frac{7}{2}} - 26^{\frac{1}{2}} - 13^{\frac{0}{2}} - 1^{\frac{2}{2}} - 0^{\frac{0}{2}} - 0^{\frac{0}{2}} - 0^{\frac{0}{2}} - 0^{\frac{3}{2}} - 0^{\frac{4}{2}} - 11^{\frac{1}{2}} - 26^{\frac{2}{2}} - 40^{\frac{1}{2}} - 51^{\frac{2}{2}} - 63^{\frac{5}{2}}}{90 \ 90 \ 51 \ 35 \ 18 \ 4 \ 0 \ 3 \ 4 \ 8 \ 17 \ 37 \ 42 \ 61 \ 71}$$

$$\frac{+74^{\frac{2}{2}} + 85^{\frac{0}{2}}}{90 \ 108}$$

(15)

596

$$\frac{H^2O}{110} - \frac{501}{110} - \frac{473}{107} - \frac{104}{57} - \frac{118}{29} - \frac{01}{70} - \frac{01}{7} - \frac{01}{6} - \frac{00}{03} - \frac{05}{6} + \frac{146}{21} + \frac{146}{31} + \frac{308}{43} + \frac{775}{105} \text{ same slope } 200$$

+50

$$\frac{H^2O}{163} - \frac{165}{103} - \frac{432}{67} - \frac{305}{43} - \frac{01}{9} - \frac{02}{6} - \frac{00}{02} - \frac{03}{5} + \frac{138}{15} + \frac{14}{26} + \frac{215}{31} + \frac{344}{50} + \frac{648}{70} + \frac{942}{130} 1/2 up$$

595

$$\frac{H^2O}{182} - \frac{50}{182} - \frac{43}{107} - \frac{111}{71} - \frac{336}{57} - \frac{321}{47} - \frac{246}{38} - \frac{01}{18} - \frac{01}{9} - \frac{03}{6} - \frac{00}{04} - \frac{02}{15} + \frac{142}{25} + \frac{150}{26} + \frac{214}{50} + \frac{326}{85} + \frac{508}{85}$$

+50

$$\frac{H^2O}{147} - \frac{50}{147} - \frac{411}{117} - \frac{146}{98} - \frac{145}{78} - \frac{311}{58} - \frac{251}{37} - \frac{02}{12} - \frac{04}{40} - \frac{05}{6} + \frac{122}{17} + \frac{125}{28} + \frac{218}{34} + \frac{273}{46} + \frac{871}{141} + \frac{1165}{196}$$

594

$$\frac{H^2O}{114} - \frac{500}{114} - \frac{433}{77} - \frac{371}{56} - \frac{316}{33} - \frac{521}{17} - \frac{12}{11} - \frac{04}{5} - \frac{00}{03} - \frac{06}{8} + \frac{135}{19} + \frac{136}{34} + \frac{231}{42} + \frac{930}{138} + \frac{1073}{159} + \frac{1417}{200}$$

593 + 50

Solid Rock on
Lower Side to H²O

$$\frac{H^2O}{97} - \frac{49}{97} - \frac{309}{65} - \frac{321}{44} - \frac{05}{10} - \frac{03}{4} - \frac{00}{04} - \frac{03}{7} - \frac{05}{16} + \frac{153}{28} + \frac{161}{49} + \frac{478}{75} + \frac{714}{122} + \frac{1119}{154} + \frac{1300}{195}$$

593

$$\frac{H^2O}{96} - \frac{49}{96} - \frac{455}{89} - \frac{441}{77} - \frac{29}{49} - \frac{261}{39} - \frac{175}{27} - \frac{03}{6} - \frac{00}{3} - \frac{00}{04} - \frac{08}{7} + \frac{173}{20} + \frac{177}{30} + \frac{250}{37} + \frac{1206}{128} + \frac{1430}{153} + \frac{1601}{182}$$

592 + 50

$$\frac{H^2O}{100} - \frac{490}{100} - \frac{443}{92} - \frac{416}{70} - \frac{254}{35} - \frac{02}{11} - \frac{05}{6} - \frac{00}{4} - \frac{00}{05} - \frac{03}{7} + \frac{171}{21} + \frac{179}{31} + \frac{264}{37} + \frac{711}{78} + \frac{934}{102} + \frac{1115}{126} + \frac{1190}{156} + \frac{1193}{176}$$

600+00

$$\text{Rock on Lt. side} \frac{4^{20}-50}{115} - \frac{40^5}{115} - \frac{42^3}{105} - \frac{35^3}{95} - \frac{35^3}{69} + \frac{5^5}{45} + \frac{5^2}{30} + \frac{7^7}{15} + \frac{4^9}{10} - \frac{0^3}{6} - \frac{0}{4} - \frac{0^3}{7} + \frac{13^5}{19} + \frac{49^1}{49} + \frac{48^1}{59} + \frac{40^1}{99}$$

599 +70

+45

+25

599 +25

599 +00

+50

$$\text{Rock on Lt. side} \frac{-30^6}{80} + \frac{11}{55} + \frac{4^2}{36} + \frac{3^5}{18} + \frac{6^8}{12} - \frac{0^2}{6} - \frac{0}{4} - \frac{0}{4} - \frac{0^4}{7} + \frac{58^4}{63} + \frac{52^4}{113}$$

85 ft. Lt. = old
Good Elev. 200

$$\frac{4^{20}}{160} - \frac{50}{160} - \frac{15}{121} - \frac{23^5}{101} - \frac{30^3}{86} - \frac{22}{57} - \frac{10^3}{38} + \frac{2}{21} + \frac{10^3}{3} - \frac{0}{8} - \frac{0}{7} + \frac{9^1}{12} + \frac{73^1}{94} + \frac{72^9}{110} + \frac{43^4}{135}$$

$$\frac{-4^{20}-50}{85} - \frac{40^5}{85} - \frac{40^5}{80} - \frac{37^6}{61} - \frac{24^7}{54} - \frac{21^4}{50} - \frac{11^5}{23} - \frac{0^5}{10} - \frac{0^5}{5} - \frac{0}{3} - \frac{0}{0} - \frac{0^4}{4} - \frac{1^2}{14} + \frac{8^1}{24} + \frac{8^1}{36} + \frac{22^2}{48} + \frac{51^2}{72} + \frac{117^5}{129} + \frac{122^5}{170}$$

598

$$\frac{4^{20}-50}{70} - \frac{26^7}{70} - \frac{15^5}{56} - \frac{0^5}{28} - \frac{0^4}{9} - \frac{0}{4} - \frac{0}{3} - \frac{0}{0} - \frac{1^2}{20} + \frac{8^1}{28} + \frac{8^1}{37} + \frac{19^5}{68} \frac{1:1}{170}$$

+50

$$\frac{-60}{80} \frac{4^{20}-50}{70} - \frac{32^7}{70} - \frac{24^2}{61} - \frac{0^6}{40} - \frac{0^6}{7} - \frac{0^2}{5} - \frac{0^2}{4} - \frac{0}{0} - \frac{0^5}{10} - \frac{1^5}{18} + \frac{10^2}{23} + \frac{11^2}{27} + \frac{11^2}{37} + \frac{16^4}{40} + \frac{65^7}{88} \frac{1\frac{1}{2}:1}{140} \frac{1:1}{200}$$

597

$$\frac{-55}{57} \frac{34^3}{50} - \frac{24^2}{32} - \frac{0^5}{10} - \frac{0^4}{7} - \frac{0^2}{5} - \frac{0^2}{0} - \frac{0^4}{12} - \frac{2^5}{29} + \frac{10^2}{40} + \frac{11}{47} + \frac{22}{87} + \frac{54^2}{190} \text{ same slope}$$

150

HILTON EAST

$$\frac{4^{20}}{73} - \frac{4^{20}}{73} - \frac{41^2}{55} - \frac{33^5}{45} - \frac{23^8}{40} - \frac{15^9}{33} - \frac{0^7}{9} - \frac{0^7}{6} - \frac{0}{4} - \frac{0}{2} - \frac{0^5}{5} - \frac{1^2}{15} + \frac{11^2}{27} + \frac{11^2}{40} + \frac{17^2}{42} + \frac{35^3}{61} + \frac{59^3}{76} \frac{1\frac{1}{4}:1}{140}$$

$$603+15$$

$$\frac{-23^9}{80} \frac{-24^6}{61} \frac{-24^4}{43} \frac{-22^8}{37} \frac{-0^6}{7} \frac{-0^5}{5} \frac{0}{3} \frac{0}{0} \frac{0}{20} \frac{-0^6+8^9}{33} \frac{+12^2}{37} \frac{+16^7}{47} \frac{}{60}$$

$$602+90$$

$$\frac{-23^6}{80} \frac{-22^8}{42} \frac{-20^5}{35} \frac{-12^5}{24} \frac{-0^5}{7} \frac{-0^5}{4} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-0^5}{5} \frac{-0^5}{8} \frac{-6^8}{19} \frac{-6^8}{25} \frac{-2^8}{43} \frac{-2^9}{57} \frac{+3^1}{70}$$

$$602+30$$

$$\frac{-29}{100} \frac{-19^9}{70} \frac{-20^4}{37} \frac{-16^0}{25} \frac{-0^5}{7} \frac{-0^5}{5} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-0^5}{5} \frac{-0^5}{7} \frac{-6^9}{16} \frac{-9^3}{25} \frac{-9^3}{47} \frac{-4^5}{88} \frac{-4^1}{102} \frac{-2^4}{110}$$

$$601+80$$

$$\frac{-33^5}{110} \frac{-23^5}{80} \frac{-23^6}{65} \frac{-26^5}{53} \frac{-2^6}{41} \frac{-18^0}{32} \frac{-12^5}{23} \frac{-0^6}{8} \frac{-0^6}{5} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-1^0}{8} \frac{-12^3}{24} \frac{-14^0}{36} \frac{-5^3}{68} \frac{-5^3}{78} \frac{-9^5}{108}$$

$$601+55$$

$$\frac{4^20}{179} \frac{-50}{179} \frac{-28^0}{90} \frac{-37^2}{53} \frac{-36^8}{41} \frac{-19^9}{32} \frac{-10^7}{23} \frac{-0^5}{9} \frac{-0^6}{4} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-1^0}{5} \frac{-1^1}{8} \frac{-16^2}{25} \frac{-15^2}{73}$$

$$601+35$$

$$\frac{4^20}{184} \frac{-50}{184} \frac{-31^9}{110} \frac{-41^2}{97} \frac{-23^0}{49} \frac{-14^1}{26} \frac{-0^7}{8} \frac{-0^5}{5} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-0^7}{7} \frac{-10^7}{19} \frac{-13^8}{34} \frac{-6^2}{46} \frac{-5^9}{58} \frac{-12^9}{78}$$

$$600+95$$

$$\frac{4^20}{170} \frac{-50^5}{170} \frac{-43^5}{114} \frac{-31^8}{85} \frac{-26^0}{57} \frac{-16^2}{45} \frac{-10}{43} \frac{-5^3}{22} \frac{0}{70} \frac{+10^2}{0} \frac{-3^6}{36}$$

$$+60$$

Rock
on Lt.

$$\frac{4^20}{139} \frac{-50^5}{139} \frac{-41^5}{127} \frac{-40^8}{103} \frac{-19^8}{79} \frac{-8^1}{69} \frac{+2^5}{48} \frac{+1^1}{36} \frac{0}{0}$$

$$600+50$$

$$\frac{0}{0} \frac{0}{3} \frac{-0^6}{6} \frac{+28^8}{30} \frac{+26^1}{54} \frac{+22^1}{84}$$

$$+40$$

Rock
on Lt.

$$\frac{4^20}{138} \frac{-50}{138} \frac{-40}{130} \frac{-41^5}{87} \frac{-3^5}{72} \frac{+3^3}{42} \frac{+4^1}{30} \frac{+6^5}{12} \frac{-0^6}{6} \frac{0}{3} \frac{0}{0}$$

HILTON EAST

X-Sections In Connection With Proposed
Changes of County Road -
9/24-25-26/15

W.T.R. / W.L. Andrews
/ B.L. Berry-

(47)
= Per Alignment
Pages 29-32

606+50

$$\frac{-27^5}{90} \frac{-24^0}{45} \frac{-21^2}{37} \frac{-16^7}{83} \frac{-16^7}{23} \frac{-11^5}{21} \frac{-0^5}{7} \frac{-0^5}{5} \frac{0}{3} \frac{0}{0}$$

605+80

$$\frac{-26^2}{61} \frac{-26^0}{46} \frac{-14^0}{31} \frac{-14^1}{20} \frac{-7^4}{17} \frac{-0^7}{8} \frac{-0^5}{6} \frac{0}{3} \frac{0}{0} \frac{0}{4} \frac{-0^5}{6} \frac{-0^5}{12} \frac{+7^5}{24} \frac{+25^2}{36} \frac{+34^2}{45} \frac{+55^0}{75}$$

605+00

$$\frac{-27^6}{100} \frac{-27^3}{60} \frac{-25^0}{48} \frac{-18^0}{36} \frac{-10^8}{29} \frac{8^0}{28} \frac{-7^4}{14} \frac{-0^2}{9} \frac{-0^5}{4} \frac{0}{3} \frac{0}{0} \frac{0}{3} \frac{-0^7}{7} \frac{-0^7}{10} \frac{+25^1}{25} \frac{48^1}{55} \quad 1:1 \text{ slope up}$$

604+10

$$\frac{-28^8}{96} \frac{-28^3}{75} \frac{-28^3}{45} \frac{-6^9}{30} \frac{-4^1}{24} \frac{-4^1}{12} \frac{+2^0}{8} \frac{-0^6}{5} \frac{-0^6}{4} \frac{0}{2} \frac{0}{0} \frac{0}{4} \frac{-0^3}{5} \frac{-0^3}{9} \frac{+17^0}{17} \frac{+29^5}{31} \frac{+96^4}{96} \frac{116^4}{108} \frac{120^4}{140}$$

603+80

$$\frac{-25^6}{90} \frac{-27^6}{70} \frac{-22^7}{48} \frac{-20^1}{36} \frac{-13^3}{25} \frac{-0^1}{13} \frac{0}{0} \frac{0}{4} \frac{-0^3}{7} \frac{0}{10} \frac{+15^3}{18} \frac{+31^4}{29} \frac{+37^6}{41} \frac{+59^3}{66} \frac{+70^4}{96} \frac{+66^4}{126}$$

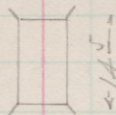
603+50

$$\frac{-29^0}{105} \frac{-24}{95} \frac{-24}{85} \frac{-27^2}{77} \frac{-26^5}{63} \frac{-21^5}{47} \frac{-15^0}{37} \frac{-0^6}{9} \frac{-0^4}{5} \frac{-0^1}{4} \frac{0}{0} \frac{+0^3}{3} \frac{-0^6}{15} \frac{+33^8}{53} \frac{+41^0}{65} \frac{+43^0}{80}$$

$$\frac{-23^9}{105} \frac{-24^6}{95} \frac{-24^6}{85} \frac{-27^2}{77} \frac{-26^5}{63} \frac{-21^5}{47} \frac{-15^0}{37} \frac{-0^6}{9} \frac{-0^4}{5} \frac{-0^1}{4} \frac{0}{0} \frac{+0^3}{3} \frac{-0^6}{15} \frac{+33^8}{53} \frac{+41^0}{65} \frac{+43^0}{80}$$

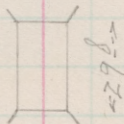
$70 + 92^1$
 $70 + 77^6$

99-B Ballast Deck Pile Trestle



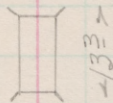
$49 + 28^5$
 $48 + 98^2$

99-A Open Deck Pile Trestle.



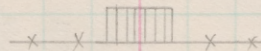
$40 + 44^3$
 $40 + 30^9$

98-K Ballast Deck Conc. Birkh'ds



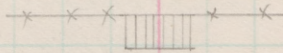
$32 + 99^2$

N.L. Sur. Cat. Gd. 98-J



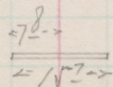
$31 + 99^2$

E.L. Sur. Cat. Gd. 98-1



$5129 + 58^3$

Rwd Box 6"x8" No Letter.



5198 + 21⁰ W.L. Depot.

93 + 41² P.S. W. Switch

91 + 81³ W.L. #2 Cat. Gd. 99-F

91 + 15³ E.L. #2 Cat. Gd. 99-E

83 + 72³

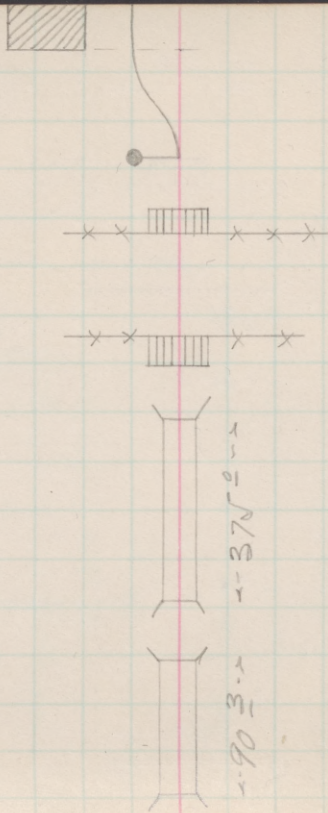
79 + 97³

76 + 24¹

75 + 33⁸

99-D Open Deck Pile Trestle.

99-C Open Deck Pile Trestle



- HOPLAND -

- Track Structures for 7000 Ft West -

10-27-15

N. T.R.

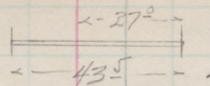
N. V.A.

(48)

60+568

95-E

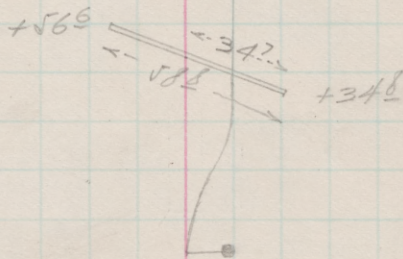
30" Conc. Pipe (1913)



58+474

95-D

24"X24" Box



46+160

P.S. W. Switch

$\leftarrow 23^{\circ} \rightarrow$

45+833

95-C

12"X36" Box

$\leftarrow 34^{\circ} \rightarrow$

42+361

E.L. #2 Cat. Gd. 95-B



4936+179

95-A

12"X36" Box

$\leftarrow 13^{\circ} \rightarrow$

$\leftarrow 26^{\circ} \rightarrow$

- PIETA -
 TRACK STRUCTURES THROUGH
 STATION GROUNDS

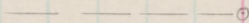
10-27-15

W.T.R.

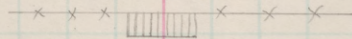
W.V.A.

Plotted
 D.S.F.
 10/29/15

4968+08' B.C. T-1



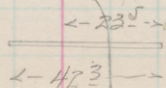
66+96± E.L. #2 Cat. Gd. 95-F

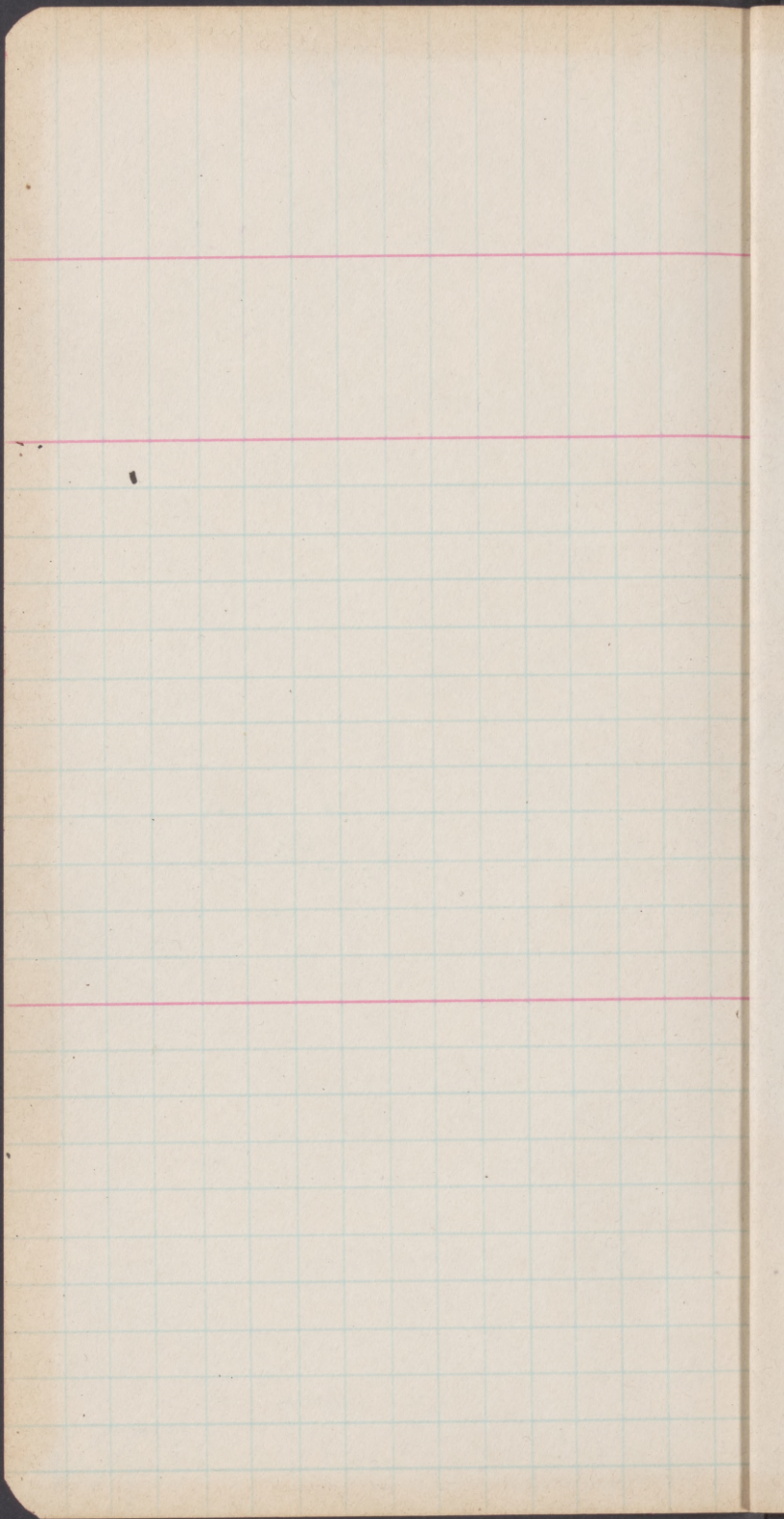


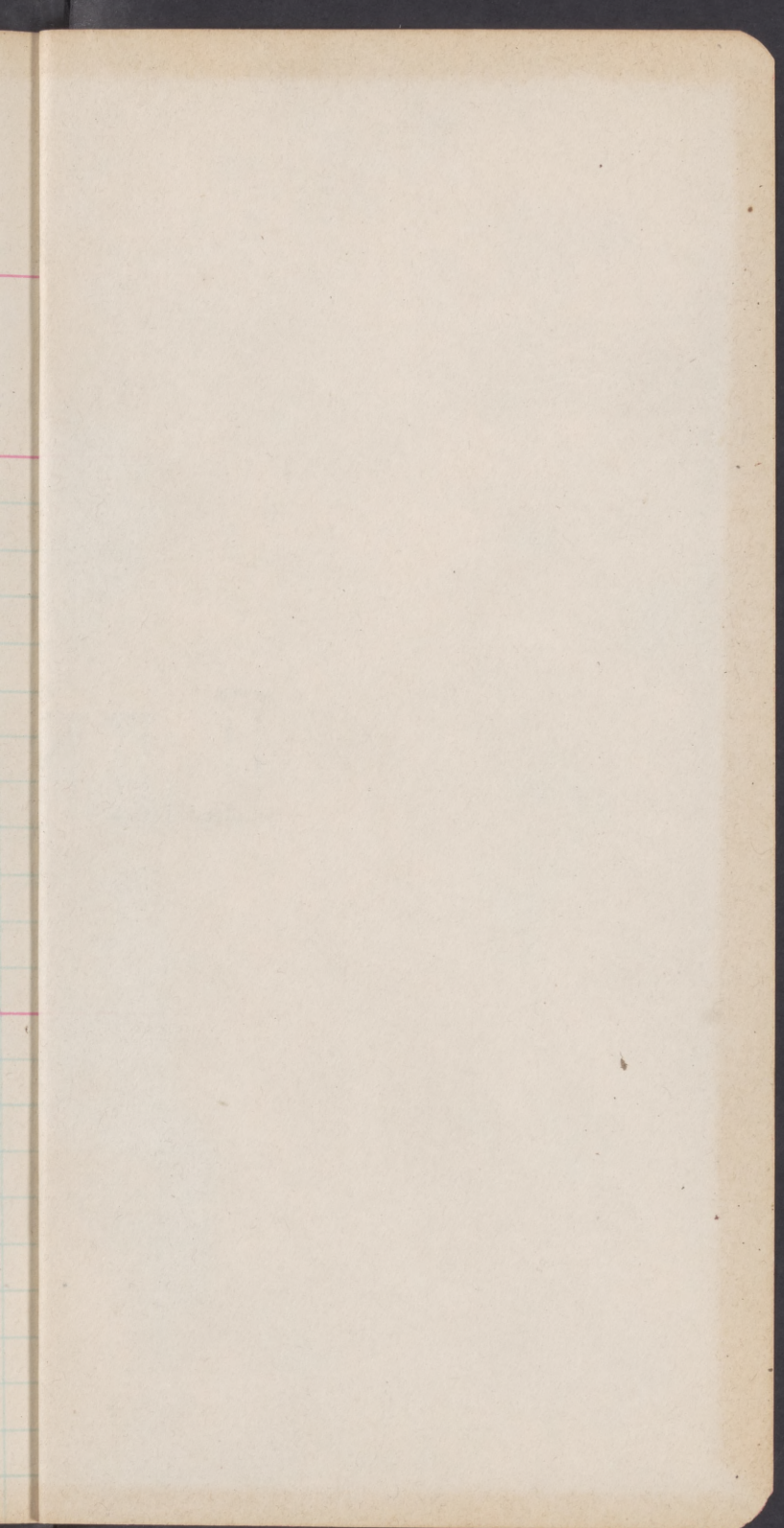
65+40' P.S. East Switch



65+00± No Letter 36"X36" Box







$$\begin{array}{r} 2.0 \\ .01 \\ \hline 90 \end{array}$$

24.3 @ 33°10"

$$\begin{array}{r} 1.15 \\ 37.5 \end{array}$$

29.7
 4.5 29.7
 70.2 35.9
 65.6

29.2
 63.5
 93.1 66.8
 96.5

$$\begin{array}{r} 53.9 \\ 83.6 \end{array}$$

53.3

50.8

555

